

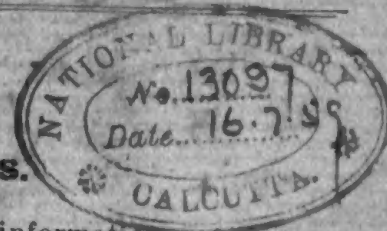


# The Calcutta Gazette

WEDNESDAY, JANUARY 7, 1920.

## APPENDIX.

### NOTICES TO MARINERS.



THE following Notices are published for general information.

F. A. A. COWLEY,  
Secy. to the Govt. of Bengal.

CALCUTTA, the 26th December 1919.

### SOUTH PACIFIC—SOLOMON ISLANDS.

*Bougainville Strait—Existence of a Shoal; Broken Water reported.*

No. 362 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1894 of 1919), are republished:—

1. Existence of a shoal:

*Position.*—At a distance of about 2½ miles northward from summit of Munia island.

Lat.  $6^{\circ} 58' 24''$  S., long.  $156^{\circ} 01' 15''$  E.

*Depth.*—3 fathoms, sand and coral.

*Remarks.*—The foregoing depth encircled by a danger line is to be inserted in the above position on the charts, together with a note "Other shoals reported in this vicinity (1919)."

2. Broken water reported:

*Position.*—At a distance of about 3 miles south-westward from summit of Munia island.

Lat.  $7^{\circ} 03' 30''$  S., long.  $155^{\circ} 59' 30''$  E.

*Remarks.*—The above position is to be encircled by a danger line and a note "Breakers reported (1919)" placed against it on the charts.

*Charts affected.*—No. 329, Bougainville strait.

„ 214, Solomon islands.

„ 2766, North-east coast of New Guinea.

*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 339.

*Authority.*—H. M. A. S. Suva, Hydrographic Note No. 1 of 1919.

(H. 7650/19.)

## CHINA.

*Wei Hai Wei Approach—Wrecks removed and Wreck-marking Buoy withdrawn.*

No. 363 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1895 of 1919), are republished:—

- (1) *Position*.—At a distance of about 5½ cables south-eastward from beacon on Military pier.

Lat.  $37^{\circ} 29\frac{1}{4}'$  N., long.  $122^{\circ} 11\frac{1}{4}'$  E.

*Description*.—(a) Wreck with formerly a depth of 9 feet over it.  
(b) Black buoy marking the wreck.

- (2) *Position*.—At a distance of about 3½ cables south-westward from beacon on Military pier.

Lat.  $37^{\circ} 29\frac{1}{4}'$  N., long.  $122^{\circ} 10\frac{1}{4}'$  E.

*Description*.—Wreck with formerly a depth of 19 feet over it.

- (3) *Position*.—At a distance of about 8½ cables south-westward from beacon on Military pier.

Lat.  $37^{\circ} 29\frac{1}{4}'$  N., long.  $122^{\circ} 09\frac{1}{4}'$  E.

*Description*.—Wreck with formerly a depth of 19 feet over it.

*Remarks*.—The above-mentioned wrecks, depths and danger lines, together with the buoy marking wreck (1), are to be expunged from the charts.

*Charts affected*.—No. 3026, Wei hai wei anchorage.

„ 2823, Wei hai wei approaches.

„ 3457, Li tau bay to Chu tau.

„ 1255, Kyan chau bay to Lai chau bay.

*Publication*.—China Sea Pilot, Vol. V, 1912, pages 455 and 456; Revised Supplement (2), 1918.

*Authority*.—The Commander-in-Chief, China. (H. 7794/19.)

## JAPAN—SHIMONOSEKI KAIKYO APPROACH.

*Shirasu Light—Alteration in Character.*

No. 364 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1898 of 1919), are republished:—

*Position*.—Lat.  $33^{\circ} 59'$  N., long.  $130^{\circ} 47\frac{1}{4}'$  E.

*New abridged description*.—Lt. Occ., ev. 6 sec., vis. 12 m. (U).

*Alteration*.—The character of the light has been altered from fixed green to occulting white every six seconds, thus:

Light,	eclipse.
3 secs.	3 secs.

*Remarks*.—The light is visible 12 miles.

*Charts affected*.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshū.

*Publication*.—List of Lights, Part VI, 1919, No. 1914.

*Authority*.—Department of Communications, Tokyo, Notice No. 1049 of 1919. (H. 7827/19.)



## AUSTRALIA, NORTH-WEST COAST.

*Port Hedland—Information with regard to Lighting.*

No. 365 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1919 of 1919), are republished:—

## 1. Light established:

*Position.*—On Lumsden beacon.

Lat.  $20^{\circ} 18\frac{1}{2}'$  S., long.  $118^{\circ} 34\frac{1}{2}'$  E.

*Description.*—A fixed red light.

## 2. Occasional light established:

*Position.*—On black diamond beacon, situated about  $2\frac{1}{2}$  cables north-westward from Hunt point.

*Description.*—A fixed green light, exhibited by request.

*Note.*—A note "(Occasional)" is to be placed against this light on the chart.

## 3. Light-buoy established in place of beacon:

*Position.*—In the position of the red beacon formerly situated about  $4\frac{1}{2}$  cables south-eastward from Harbour hill.

*Description.*—A spar light-buoy, painted red, exhibiting a light when requested.

*Note.*—A note "(Occasional)" is to be placed against this light-buoy on the chart.

*Chart affected.*—No. 1437, Port Hedland.

*Publications.*—List of Lights, Part VI, 1919, No. 2242.

Australia Pilot, Vol. V, 1914, pages 263 and 264.

*Authority.*—Chart Depôt, Sydney. (H. 7020/19.)

## CHINA SEA—PALAWAN ISLAND, EAST COAST.

*Calver Point to Island Bay—Existence of Shoals.*

No. 366 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1924 of 1919), are republished:—

*Position.*—Calver point, lat.  $9^{\circ} 21\frac{1}{2}'$  N., long.  $118^{\circ} 31\frac{1}{2}'$  E.

*Details.*—A recent survey has revealed the existence of several shoals between Calver point and Island bay, as shown on the accompanying reproduction of a portion of chart No. 967.

The shoal reported in the year 1900 as being situated in lat.  $9^{\circ} 06'$  N., long.  $118^{\circ} 34'$  E., does not exist and has therefore been omitted from the reproduction.

*Note.*—From the reproduction it will be observed that the name "Sand island" has been changed to "Arena island," and "30th June island" to "Sombrero island."

*Charts affected.*—No. 967, Palawan island.

" 26606, China sea, southern portion—eastern sheet.

" 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 103, 104.

*Authority.*—Manila Notice No. 1 of 1919. (H. 5839/19.)



Reproduction of Portion of Chare N° 967.

NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Rodney Point—Caution with regard to Anchoring and Trawling eastward of.*

*No. 367 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1954 of 1919), are republished:—

*Position.*—Rodney point, lat.  $36^{\circ} 16\frac{1}{4}'$  S., long.  $174^{\circ} 49\frac{1}{4}'$  E.

*Caution.*—The following cautionary note is to be placed on the charts:—

*"Vessels are warned against anchoring or trawling in the area 2 miles W. of the meridian of 175°, between the parallels of 36° S. and 36° 40' S."*

*Charts affected.*—No. 3565, Bream head to Tepaki point.

„ 2548. Maunganui bluff to Manukau harbour,  
and Tutukaka harbour to Mayor island.

*Publications.*—*New Zealand Pilot*, 1908, pages 34 and 79.

New Zealand Pilot, 1919 (*in press*), page 173.

*Authority.*—Wellington Notice No. 47 of 1919. (*H.* 7761-19.)

CEYLON. WEST COAST.

### Colombo—Time Ball.

No. 368 (first publication).—With reference to Notices to Mariners Nos. 123 and 197 of 1918 issued by this Office, the Master Attendant, Colombo, has given further Notice, dated the 9th December 1919, that from and after the 15th December 1919 the Time Ball on the Master Attendant's Office immediately behind the Signal Flagstaff will be dropped at 9 A.M., 1 P.M., and 4 P.M., local zone mean time, equivalent to 5 hours and 30 minutes east of

Greenwich mean time; or under certain circumstances at other times if application is made to the Master Attendant. On Sundays and public holidays the ball will be dropped at 9 A.M. only.

2. The ball will be hoisted half way up at 5 minutes, and right up at 2 minutes before the hour of dropping.

3. In the event of a failure of current or any other cause preventing the ball falling at the time specified, a green flag will be hoisted at the mast-head of the Colombo signal mast for 30 minutes.

4. The ball is liable to be moved for the purpose of cleaning and oiling prior to 8 A.M. on any day.

*The 20th December 1919.*

#### JAPAN—INLAND SEA.

##### *Shimonoseki Kaikyo—Existence of Wreck.*

No. 353 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1873 of 1919), are republished—

*Position (approximate).*—At a distance of  $2\frac{1}{2}$  cables,  $180^{\circ}$  (S.  $5^{\circ}$  W. Mag.), from Manaita iwa light.

Lat.  $33^{\circ} 54\frac{1}{2}'$  N., long.  $130^{\circ} 54'$  E.

*Description.*—Sunken wreck of the SS. *Kisetsu Maru*, with mast and funnel showing above water.

*Remarks.*—The wreck is reported to be marked at night by a light; this light, however, is not to be inserted on the charts.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approaches to Shimonoseki kaikyo.

„ 127, Hirada kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 280 of 1919. (H. 7475/19.)

#### NEW ZEALAND—NORTH ISLAND.

##### *Waikato River Entrance—Caution.*

No. 354 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1876 of 1919), are republished:—

*Former Notice.*—No. 819 of 1918. (This office No. 270 of 1918.)

*Position.*—North head, lat.  $37^{\circ} 24'$  S., long.  $174^{\circ} 46\frac{1}{2}'$  E.

*Caution.*—The bar at the entrance to the Waikato river has again shifted to the northward and the channel is narrowing; in consequence a further alteration in the position of the white leading beacons, with black diamond centres, has been rendered necessary, and the former line of bearing has been changed. The leading line is frequently altered to meet the changes in the channel.

Mariners are warned accordingly.

*Publications.*—New Zealand Pilot 1908, page 220; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (in press), pages 75, 76.

*Authority.*—Wellington Notice No. 52 of 1919. (H. 8032/19.)



## SUMATRA. WEST COAST—ENGANO.

*St. Mary Rock—Non-Existence of.*

*No. 355 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1877 of 1919), are republished:—

*Position.*—At a distance of about 7 miles southward from Kowabi point, Engano island.

Lat.  $5^{\circ} 36' 30''$  S., long.  $102^{\circ} 22' 40''$  E.

*Remarks.*—A recent examination in this vicinity has failed to reveal any trace of the rock which the SS. *St. Mary* reported to have struck in the year 1900. The rock is accordingly to be expunged from the charts.

*Charts affected.*—No. 2761, Chingkuk bay to the Strait of Sunda.  
 .. 7486, Indian ocean—northern portion.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 469.

*Authority.*—Hague Notice No. 2011 of 1919. (*H. 7501/19.*)

## AUSTRALIA, SOUTH COAST—VICTORIA.

*Port Western—Lights established.*

*No. 356 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1880 of 1919), are republished:—

## 1. Round island:

*Position.*—On Round island, off the western extremity of Phillip island.

Lat.  $38^{\circ} 31' 16''$  S., long.  $145^{\circ} 06' 39''$  E.

*Abridged description.*—Lt. Gp. Fl. (2), W. R.

## Characteristics:

*Character.*—A group flashing light with white and red sectors, showing two short flashes in quick succession, followed by an eclipse of seven seconds.

*Sectors.*—White from  $71^{\circ}$  (N.  $63^{\circ}$  E. Mag.), through east, to  $213^{\circ}$  (S.  $25^{\circ}$  W. Mag.);

Red over Black rock and McHaffie reef.

*Structure.*—A wooden structure.

*Remarks.*—Further details not stated.

## 2. Tortoise head:

*Position.*—Lat.  $38^{\circ} 24' 40''$  S., long.  $145^{\circ} 16' 25''$  E.

*Abridged description.*—Lt. Fl.

## Characteristics:

*Character.*—A flashing white light showing a short flash followed by an eclipse of five seconds.

*Remarks.*—The light is visible between the bearings  $59^{\circ}$  (N.  $51^{\circ}$  E. Mag.) and  $63^{\circ}$  (N.  $55^{\circ}$  E. Mag.). Further details are not stated.

*Caution.*—Vessels using this light to enter the western entrance to Port Western should be careful to keep within the full beam of the light to avoid the Middle bank to the northward and McHaffie reef to the southward.

*Variation.*—8° E.

*Charts affected.*—No. 1707, Port Western.

„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

*Publications.*—List of Lights, Part VI, 1919, Nos. 2481a, 2485a.  
Australia Pilot, Vol. II, 1918, pages 155 and 156.

*Authority.*—Melbourne Notice No. 5 of 1919. (H. 6825/19.)

### INDIA, WEST COAST.

*Kundapur—Wreckage reported South-westward of.*

*No. 357 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 80M. of 1919), are republished :—

*Details.*—Information, dated 1st December 1919, has been received from G. S. O., Colombo, that the Master of SS. *Hydra* reports having passed sunken wreckage of a wooden vessel of medium size on the 28th November 1919 in the following position.

*Position.*—Lat. 13° 31' N.

Long. 74° 21½' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 745, Netrani to Cape Comorin.  
„ 827, Vengurla to Cape Comorin.  
„ 748b, Indian ocean, northern portion.

*Authority.*—Resident Naval Officer, Bombay, dated 2nd December 1919.

### INDIA, WEST COAST.

*St. Mary Isles—Derelict reported South-westward of.*

*No. 358 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1919), are republished :—

*Date sighted.*—1st December 1919.

*Details.*—Telegraphic message, dated 2nd December 1919, has been received from the Master of SS. *Nankin* reporting having passed a derelict awash, apparently a dhow, in the following position.

*Position.*—Lat. 13° 15' N.

Long. 74° 05' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 827, Vengurla to Cape Comorin.  
„ 748b, Indian ocean, northern portion.

*Authority.*—The Director, Royal Indian Marine, Bombay, 3rd December 1919.

## INDIA, WEST COAST.

*Kundapur—Derelict reported North-westward of.*

*No. 359 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1919), are republished:—

*Date sighted.*—1st December 1919.

*Details.*—A derelict of a large native craft water-logged has been reported in the following position and appears to be drifting in an N. N. W. direction, 10 miles a day.

*Position.*—Lat.  $13^{\circ} 41'$  N.

Long.  $74^{\circ} 07'$  E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 827, Vengurla to Cape Comorin.

„ 748b, Indian ocean, northern portion.

*Authority.*—The Port Officer, Bombay, dated 2nd December 1919.

## AUSTRALIA, EAST COAST.

*Palm islands—Uncharted shoal.*

*No. 360 (second publication).*—The Portmaster, Brisbane, has given Notice (No. 3 of 1919) that the Commander of H.M.A.S. *Australia* reports that an uncharted shoal has been located between Falcon and Esk islands (Palm islands). A coral head, with a depth over it of 10 feet at L.W.O.S., appears to be in the centre of the shoal, and is situated five cables North 56 degrees West from the North extreme of Falcon island. The shoal is of small extent, but was not accurately determined.

*Charts affected.*—Nos. 2349 and 2763; Australia Directory, volume 2.

## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel—Replaced by buoy.*

*No. 361-I (second publication).*—

*Subject.*—The South Patches light-vessel will be removed from her station on the 1st January 1920 and replaced early in March.

A red conical buoy with staff and cage will mark the position during her absence.

*Position.*—Lat.  $21^{\circ} 29'$  N., long.  $91^{\circ} 37'$  E.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant point.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1919, No. 630.

Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 18th December 1919.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



*The 12th December 1919.*

INDIA—WEST COAST.

*Hangarkota—Derelict South-Eastward of.*

No. 350 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1919), are republished:—

*Details.*—Information, dated 14th November 1919, has been received from the Port Officer, Mangalore, that the Master of SS. *Juba* reports a submerged “kotia” awash with anchor down, abandoned in the following position and appears to be drifting in an northwardly direction.

*Position.*—Lat.  $13^{\circ} 26' 20''$  N.  
Long.  $74^{\circ} 37' 50''$  E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 745, Netrani to Cape Comorin.  
„ 827, Vengurla to Cape Comorin.  
„ 748b, Indian ocean, northern portion.

*Authority.*—Officiating Port Officer, Bombay, dated 15th November 1919.

INDIA—WEST COAST.

*Hosdrug Fort—Derelict reported Westward of.*

No. 351 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M. of 1919), are republished:—

*Details.*—Telegraphic information, dated 20th November 1919, has been received from the Master of SS. *Risaldar* reporting partly sunken derelict in the following position.

*Position.*—Lat.  $12^{\circ} 18\frac{1}{2}'$  N.  
Long.  $74^{\circ} 52'$  E.

*Caution.*—This derelict constitutes a danger to navigation, being in the track of shipping.

*Charts temporarily affected.*—No. 746, West coast of India; from Mulki to Mt. Dilli.  
„ 827, Vengurla to Cape Comorin.  
„ 748b, Indian ocean, northern portion.

*Authority.*—Officiating Port Officer, Bombay, dated 25th November 1919.

BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Alterations of buoys.*

No. 352-I (*third publication*).—

*Subject.*—The following alterations of buoys are made over the Guptakhali Crossing:—

- (I) Guptakhali buoy has been moved  $307^{\circ} 20'$  (N.  $53^{\circ} 15'$  W. *Mag.*), 320 feet.
- (II) Middle Active Spit buoy has been moved  $304^{\circ} 5'$  (N.  $56^{\circ} 30'$  W. *Mag.*), 290 feet.

*Variation.*— $0^{\circ} 35'$  E.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 323; Revised Supplement (2) 1917. -

*Authority.*—Port Officer, Chittagong, Notice dated 5th December 1919.

E. STOCKEN, CAPT., R.I.M.,

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, JANUARY 14, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 5th January 1920.

#### JAPAN—INLAND SEA.

##### *Mekari Seto—Existence of a Wreck.*

*No. 1 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1964 of 1919), are republished :—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles north-eastward from Hyak Kan lighthouse.

Lat.  $34^{\circ} 18' 36''$  N., long.  $133^{\circ} 17' 42''$  E.

*Description.*—Sunken wreck of the sailing vessel *Tenyū Maru*, with three masts showing 20 feet above water.

*Chart affected.*—No. 2875, Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 293 of 1919. (*H. 8185-19.*)

#### CHINA, EAST COAST.

##### *Hongkong—Wireless Time-Signals established.*

*No. 2 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1973 of 1919), are republished :—

*Position.*—Cape d'Aguilar, lat.  $22^{\circ} 12\frac{1}{2}'$  N., long.  $114^{\circ} 15\frac{1}{2}'$  E.

*Details.*—Time signals are given daily during the four minutes preceding 0h. 00m. 00s. and 9h. 00m. 00s. Standard time (120th meridian), corresponding to 16h 00m. 00s. and to 1h. 00m. 00s. Greenwich mean time, respectively, in the following manner:—

The following preliminary signal is made from 23h. 54m. 00s. to 23h. 55m. 00s. and from 8h. 54m. 00s. to 8h. 55m. 00s. (Standard time):—

“CQ DE VPS HK TIME WAIT”

Then from 23h. 56m. 00s. to 0h. 00m. 00s. and from 8h. 56m. 00s. to 9h. 00m. 00s. a dot of *two-tenths of a second's* duration is made at every even second, with the exception of the 2nd, 28th, 50th, 52nd and 54th seconds of each minute.

*Remarks.*—The wave-length used is 1,000 metres.

Wireless stations on shore and ships within range of Cape d'Aguilar are to keep silent during the times stated above, in accordance with the Service Regulations appended to the “International Radio Telegraph Convention of 1912.”

*Note.*—This time signal will be included in the next revision of Admiralty Notice to Mariners, No. 1264 of 1919.

*Charts affected.*—No. 1263, China sea.

„ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, All Parts, 1919, No. 5013b.

China Sea Pilot, Vol. III, 1912, page 507.

*Authority.*—Colonial Office. (H. 6761 & 8076-19.)

#### GENERAL INFORMATION WITH REGARD TO WIRELESS TIME SIGNALS.

*No. 3 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1993 of 1919), are republished:—

*Former Notice.*—No. 1264 of 1919 hereby cancelled.

The accompanying list of wireless time signals is intended to provide in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all time signals issued by wireless stations throughout the world. The details showing the method of transmission of any given time signal will be found in the “Admiralty List of Lights and Time Signals” or in the “International List of Radio-telegraph Stations” (The Berne List).

The times given in the 4th column of the list are expressed in the 4-figure notation employed for signalling during the war. The term “G. M. T.” here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23. Where two times are joined by a hyphen, the times denote respectively the beginning and end of the signal.

Most of the wireless time signals at present transmitted are sent by means of an automatic arrangement operated by the pendulum of a chronometer situated at some observatory. In such cases absolute reliance may be placed upon the accuracy of the signal. There are, however, many stations in the world which are very suitably situated for transmitting time signals to ships which could otherwise not receive them, where it would be very difficult or impossible to establish an automatic system. In such cases “hand” signals may be provided; but in general these signals should not be trusted to be accurate within closure limits than about two seconds.

It is hoped that all wireless time signals will eventually be standardised so that there shall be only two kinds of signals transmitted, the automatic signals being all alike and quite distinctive from the hand signals. It is



further expected that arrangements will be made for all time signals to be transmitted at times so selected that a ship with only one wireless operator will be able to read them. A similar scheme for wireless weather bulletins is being evolved.

*Note.*—This Notice will be subject to revision from time to time.

## LIST OF WIRELESS TIME SIGNALS.

Country.	Observatory.	Wireless station.	Time (G. M. T.).	Wave (metres).	Remarks.
Argentina	Darsena Norte (Buenos Aires).	Buenos Aires ...	0156-0200	800	
		New Year Islands...	0150-0152	1800	
Australia	Adelaide	Adelaide Radio ...	0227-0230 1427-1430	2600	Eiffel Tower system (New).
		Melbourne Radio	0157-0200 1357-1400	600	
		Perth Radio ...	0257-0300 1457-1500	600	
Brazil	Rio de Janeiro ...	Ilha do Governador.	0157-0200 1157-1200	1800	Eiffel Tower system (New).
Canada	—	Camperdown ...	1400	600	
Chile	—	Valparaiso ...	0055-0100	1800	
China	Hong Kong	Cape d' Aguilar...	0356-0400 1256-1300	1000	
	Zikawei	Shanghai (Zika-wei).	0253-0259 0853-0859	600	
France	Paris	Eiffel Tower (F.L.)	0957-1000 1044-1049 2344-2349	2500	New system. Old system. Old system.
	Lyons	Lyons (Y.N.)	0859-0904	15,000	Eiffel Tower (Old system) Continuous wave.
Germany	—	Nauen (P.O.Z.) ...	1157-1200 2357-0000	3600	Eiffel Tower system (New).
Hawaiian Islands	—	Honolulu	2355-2400	11,200 600	Continuous wave.
India	Calcutta	Calcutta	0727-0730 1927-1930	2000	Eiffel Tower system (New).
Japan	Tokyo	Choshi ko	1200-1204	600	
		Funabashi	1200-1204	4000	
Mauritius	Mauritius	Mauritius	0900-0901 2100-2101	2000	
New Zealand	Wellington	Awanui	1000-1005	2000	Only sent out on application to Observatory, Wellington.
Panama (Canal Zone).	Checked by Washington.	Bahoa	1755-1800 0955-1000	7500	Continuous wave.
		Colon	1755-1800 0955-1000	1500	
		Darien	1755-1800	4000	
Philippines	—	Kavite	0255-0300 1355-1400	952	
		Olongapo	0255-0300	952	

Country.	Observatory.	Wireless station.	Time (G. M. T.).	Wave (metres).	Remarks.
Portuguese Africa.	East	—	—	—	—
		Lourenco Marques	0757-0800 1857-1900	600	Hiffel Tower system (New).
South Africa	Cape Town	Cape Town	2059½-2100	600	
		Annapolis	0255-0300 1655-1700	17,000	Continuous wave.
		Washington	0255-0300 1655-1700	2500	
	Washington	Key West	—	—	
			1655-1700	1500	
		New Orleans	1655-1700	1000	
United States		Great Lakes	1555-1600	1500	
		North Head	1855-1900	2800	
		Eureka (Table Bluff)	1855-1900	2000	
	Mare Island	Arguello Point	1855-1900	1512	
		San Diego	1855-1900	2400	
		San Francisco	0555-0600 1955-2000	2400	

Authority.—Hydrographic Department. (H. 8725-19.)

#### JAPAN—HONSHU, SOUTH COAST.

##### Hino Misaki—Wreck eastward of.

No. 4 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1997 of 1919), are republished:—

Position (approximate).—At a distance of about 2 miles eastward from Hino Misaki lighthouse.

Lat. 33° 52' 27" N., long. 135° 05' 37" E., on chart No. 951.

Description.—Sunken wreck of the SS. *Daini Toyō Maru*, with stem and foremast showing above water.

Charts affected.—No. 951, Osaka wan to Owashi wan.  
2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 294 of 1919. (H. 8186-19.)

#### SOUTH PACIFIC—NEW BRITAIN.

##### Simpson Harbour—Light-Buoy withdrawn.

No. 5 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1998 of 1919), are republished:—

Position.—Marking shoal eastward of Dawapia rocks.  
Lat. 4° 14' S., long. 152° 11' E.

Description.—A light-buoy formerly exhibiting a flashing white light.

Remarks.—The above light-buoy has been withdrawn and is to be expunged from the charts.

*Charts affected.*—No. 524, Plan of Blanche bay.

„ 3553, Gazelle peninsula and St. George's channel.

*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 370; Supplement No. 3, 1917.

*Authority.*—H.M.A.S. *Suva* (Remark Book, 1919). (H. 8039/19.)

The 26th December 1919.

#### SOUTH PACIFIC—SOLOMON ISLANDS.

*Bougainville Strait—Existence of a Shoal; Broken Water reported.*

*No. 362 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1894 of 1919), are republished:—

1. Existence of a shoal:

*Position.*—At a distance of about 2½ miles northward from summit of Munia island.

Lat. 6° 58' 24" S., long. 156° 01' 15" E.

*Depth.*—3 fathoms, sand and coral.

*Remarks.*—The foregoing depth encircled by a danger line is to be inserted in the above position on the charts, together with a note "Other shoals reported in this vicinity (1919)."

2. Broken water reported:

*Position.*—At a distance of about 3 miles south-westward from summit of Munia island.

Lat. 7° 03' 30" S., long. 155° 59' 30" E.

*Remarks.*—The above position is to be encircled by a danger line and a note "Breakers reported (1919)" placed against it on the charts.

*Charts affected.*—No. 329, Bougainville strait.

„ 214, Solomon islands.

„ 2766, North-east coast of New Guinea.

*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 339.

*Authority.*—H. M. A. S. *Suva*, Hydrographic Note No. 1 of 1919. (H. 7650/19.)

#### CHINA.

*Wei Hai Wei Approach—Wrecks removed and Wreck-marking Buoy withdrawn.*

*No. 363 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1895 of 1919), are republished:—

(1) *Position.*—At a distance of about 5½ cables south-eastward from beacon on Military pier.

Lat. 37° 29½' N., long. 122° 11½' E.

*Description.*—(a) Wreck with formerly a depth of 9 feet over it.

(b) Black buoy marking the wreck.

(2) *Position.*—At a distance of about 3½ cables south-westward from beacon on Military pier.

Lat. 37° 29½' N., long. 122° 10½' E.

*Description.*—Wreck with formerly a depth of 19 feet over it.



(3) *Position*.—At a distance of about 8½ cables south-westward from beacon on Military pier.

Lat.  $37^{\circ} 29\frac{1}{4}'$  N., long.  $122^{\circ} 09\frac{1}{4}'$  E.

*Description*.—Wreck with formerly a depth of 19 feet over it.

*Remarks*.—The above-mentioned wrecks, depths and danger lines, together with the buoy marking wreck (1), are to be expunged from the charts.

*Charts affected*.—No. 3025, Wei hai wei anchorage.

„ 2823, Wei hai wei approaches.

„ 3457, Li tau bay to Chu tau.

„ 1255, Kyau chau bay to Lal chau bay.

*Publication*.—China Sea Pilot, Vol. V, 1912, pages 455 and 456; Revised Supplement (2), 1918.

*Authority*.—The Commander-in-Chief, China. (H. 7794/19.)

#### JAPAN—SHIMONOSEKI KAIKYO APPROACH.

##### *Shirasu Light—Alteration in Character.*

No. 364 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1898 of 1919), are republished:—

*Position*.—Lat.  $33^{\circ} 59'$  N., long.  $130^{\circ} 47\frac{1}{4}'$  E.

*New abridged description*.—Lt. Occ., ev. 6 sec., vis. 12 m. (U).

*Alteration*.—The character of the light has been altered from fixed green to occulting white every six seconds, thus:

Light,	eclipse.
3 secs.	3 secs.

*Remarks*.—The light is visible 12 miles.

*Charts affected*.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshū

*Publication*.—List of Lights, Part VI, 1919, No. 1914.

*Authority*.—Department of Communications, Tokyo. Notice No. 1049 of 1919. (H. 7827/19.)

#### AUSTRALIA, NORTH-WEST COAST.

##### *Port Hedland—Information with regard to Lighting.*

No. 365 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1919 of 1919), are republished:—

##### 1. Light established:

*Position*.—On Lumsden beacon.

Lat.  $20^{\circ} 18\frac{1}{4}'$  S., long.  $118^{\circ} 34\frac{1}{4}'$  E.

*Description*.—A fixed red light.

##### 2. Occasional light established:

*Position*.—On black diamond beacon, situated about 2½ cables north-westward from Hunt point.

*Description*.—A fixed green light, exhibited by request.

*Note*.—A note “(Occasional)” is to be placed against this light on the chart.

## 3. Light-buoy established in place of beacon :

*Position.*—In the position of the red beacon formerly situated about  $4\frac{1}{2}$  cables south-eastward from Harbour hill.

*Description.*—A spar light-buoy, painted red, exhibiting a light when requested.

*Note.*—A note "(Occasional)" is to be placed against this light-buoy on the chart.

*Chart affected.*—No. 1437, Port Hedland.

*Publications.*—List of Lights, Part VI, 1919, No. 2242.

Australia Pilot, Vol. V, 1914, pages 263 and 264.

*Authority.*—Chart Depôt, Sydney. (H. 7020/19)

## CHINA SEA—PALAWAN ISLAND, EAST COAST.

## Calver Point to Island Bay—Existence of Shoals.

No. 366 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1924 of 1919), are re-published :—

*Position.*—Calver point, lat.  $9^{\circ} 21\frac{1}{2}'$  N., long.  $118^{\circ} 31\frac{1}{2}'$  E.

*Details.*—A recent survey has revealed the existence of several shoals between Calver point and Island bay, as shown on the accompanying reproduction of a portion of chart No. 967.

The shoal reported in the year 1900 as being situated in lat.  $9^{\circ} 06'$  N., long.  $118^{\circ} 34'$  E., does not exist and has therefore been omitted from the reproduction.

*Note.*—From the reproduction it will be observed that the name "Sand island" has been changed to "Arena island," and "30th June island" to "Sombrero island."

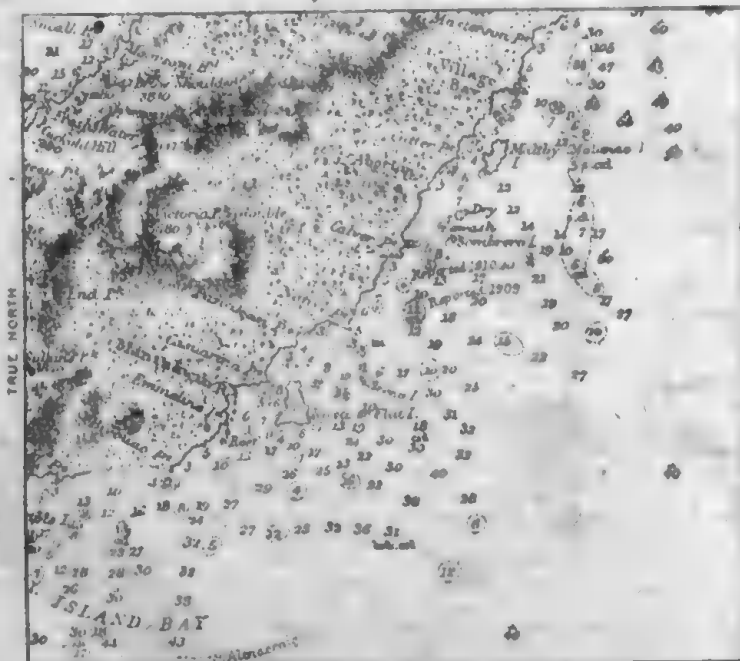
*Charts affected.*—No. 967, Palawan island.

„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 103, 104.

*Authority.*—Manila Notice No. 1 of 1919. (H. 5839/19.)



Reproduction of Portion of Chart No. 967.

0 10 20 Sea Miles

## NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Rodney Point—Caution with regard to Anchoring and Trawling eastward of.*

*No. 367 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1954 of 1919), are republished :—

*Position.*—Rodney point, lat.  $36^{\circ} 16\frac{1}{2}'$  S., long.  $174^{\circ} 49\frac{1}{2}'$  E.

*Caution.*—The following cautionary note is to be placed on the charts :—

*"Vessels are warned against anchoring or trawling in the area 2 miles W. of the meridian of  $175^{\circ}$ , between the parallels of  $36^{\circ}$  S. and  $36^{\circ} 40'$  S."*

*Charts affected.*—No. 3565. Bream head to Tepaki point.

" 2543. Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

*Publications.*—New Zealand Pilot, 1908, pages 34 and 79.

New Zealand Pilot, 1919 (*in press*), page 173.

*Authority.*—Wellington Notice No. 47 of 1919. (*H. 7761-19.*)

## CEYLON. WEST COAST.

## Colombo—Time Ball.

*No. 368 (second publication).*—With reference to Notices to Mariners Nos. 123 and 197 of 1918 issued by this Office, the Master Attendant, Colombo, has given further Notice, dated the 9th December 1919, that from and after the 15th December 1919 the Time Ball on the Master Attendant's Office immediately behind the Signal Flagstaff will be dropped at 9 A.M., 1 P.M., and 4 P.M., local zone mean time, equivalent to 5 hours and 30 minutes fast of Greenwich mean time; or under certain circumstances at other times if application is made to the Master Attendant. On Sundays and public holidays the ball will be dropped at 9 A.M. only.

2. The ball will be hoisted half way up at 5 minutes, and right up at 2 minutes before the hour of dropping.

3. In the event of a failure of current or any other cause preventing the ball falling at the time specified, a green flag will be hoisted at the mast-head of the Colombo signal mast for 30 minutes.

4. The ball is liable to be moved for the purpose of cleaning and oiling prior to 8 A.M. on any day.

*The 20th December 1919.*

## JAPAN—INLAND SEA.

## Shimonoseki Kaikyo—Existence of Wreck.

*No. 353 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1873 of 1919), are republished—

*Position (approximate).*—At a distance of  $2\frac{1}{2}$  cables,  $180^{\circ}$  (S.  $5^{\circ}$  W. Mag.), from Manaita iwa light.

Lat.  $33^{\circ} 54\frac{1}{2}'$  N., long.  $130^{\circ} 54'$  E.

*Description.*—Sunken wreck of the SS. *Kisetsu Maru*, with mast and funnel showing above water.

*Remarks.*—The wreck is reported to be marked at night by a light; this light, however, is not to be inserted on the charts.



*Variation.*—5° W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approaches to Shimonoseki kaikyo.

„ 127, Hirada kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 280 of 1919. (H. 7475/19.)

#### NEW ZEALAND—NORTH ISLAND.

##### *Waikato River Entrance—Caution.*

*No. 354 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1876 of 1919), are republished:—

*Former Notice.*—No. 819 of 1918. (This office No. 270 of 1918.)

*Position.*—North head, lat. 37° 24' S., long. 174° 46½' E.

*Caution.*—The bar at the entrance to the Waikato river has again shifted to the northward and the channel is narrowing: in consequence a further alteration in the position of the white leading beacons, with black diamond centres, has been rendered necessary, and the former line of bearing has been changed. The leading line is frequently altered to meet the changes in the channel.

Mariners are warned accordingly.

*Publications.*—New Zealand Pilot 1908, page 220; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), pages 75, 76.

*Authority.*—Wellington Notice No. 52 of 1919. (H. 8032/19.)

#### SUMATRA, WEST COAST—ENGANO.

##### *St. Mary Rock—Non-Existence of.*

*No. 355 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1877 of 1919), are republished:—

*Position.*—At a distance of about 7 miles southward from Kowabi point, Engano island.

Lat. 5° 36' 30" S., long. 102° 22' 40" E.

*Remarks.*—A recent examination in this vicinity has failed to reveal any trace of the rock which the SS. *St. Mary* reported to have struck in the year 1900. The rock is accordingly to be expunged from the charts.

*Charts affected.*—No. 2761, Chingkuk bay to the Strait of Sunda.

„ 748b, Indian ocean—northern portion.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 469.

*Authority.*—Hague Notice No. 2011 of 1919. (H. 7501/19.)

#### AUSTRALIA, SOUTH COAST—VICTORIA.

##### *Port Western—Lights established.*

*No. 356 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1880 of 1919), are republished:—

##### 1. Round island:

*Position.*—On Round island, off the western extremity of Phillip island.

Lat. 38° 31' 16" S., long. 145° 06' 39" E.

*Abridged description.*—Lt. Gp. Fl. (2), W. R.

**Characteristics :**

*Character.*—A group flashing light with *white* and *red* sectors, showing two short flashes in quick succession, followed by an eclipse of *seven* seconds.

*Sectors.*—*White* from  $71^{\circ}$  (*N.  $63^{\circ}$  E. Mag.*), through east, to  $213^{\circ}$  (*S.  $25^{\circ}$  W. Mag.*);

*Red* over Black rock and McHaffie reef.

*Structure.*—A wooden structure.

*Remarks.*—Further details not stated.

**2. Tortoise head :**

*Position.*—Lat.  $38^{\circ} 24' 40''$  S., long.  $145^{\circ} 16' 25''$  E.

*Abridged description.*—Lt. Fl.

**Characteristics :**

*Character.*—A flashing white light showing a short flash followed by an eclipse of *five* seconds.

*Remarks.*—The light is visible between the bearings  $59^{\circ}$  (*N.  $61^{\circ}$  E. Mag.*) and  $63^{\circ}$  (*N.  $55^{\circ}$  E. Mag.*). Further details are not stated.

*Caution.*—Vessels using this light to enter the western entrance to Port Western should be careful to keep within the full beam of the light to avoid the Middle bank to the northward and McHaffie reef, to the southward.

*Variation.*— $8^{\circ}$  E.

*Charts affected.*—No. 1707, Port Western.

„ 1171, Port Phillip.

„ 1695b, Bass' strait—western sheet.

„ 3169, Port Phillip to Gabo island.

*Publications.*—List of Lights, Part VI, 1919, Nos. 2481a, 2485a.  
Australia Pilot, Vol. II, 1918, pages 155 and 156.

*Authority.*—Melbourne Notice No. 5 of 1919. (*H. 6825/19.*)

**INDIA, WEST COAST.**

*Kundapur.*—Wreckage reported South-westward of.

*No. 357 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 80M. of 1919), are republished :—

*Details.*—Information, dated 1st December 1919, has been received from G. S. O., Colombo, that the Master of SS. *Hydra* reports having passed sunken wreckage of a wooden vessel of medium size on the 28th November 1919 in the following position.

*Position.*—Lat.  $13^{\circ} 31'$  N.

Long.  $74^{\circ} 21\frac{1}{2}'$  E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 745, Netrani to Cape Comorin.

„ 827, Vengurla to Cape Comorin.

„ 748b, Indian ocean, northern portion.

*Authority.*—Resident Naval Officer, Bombay, dated 2nd December 1919.

National Library,  
Calcutta-27.

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## INDIA, WEST COAST.

*St. Mary Isles—Derelict reported South-westward of.*

No. 358 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1919), are republished :—

*Date sighted.*—1st December 1919.

*Details.*—Telegraphic message, dated 2nd December 1919, has been received from the Master of SS. *Nankin* reporting having passed a derelict awash, apparently a dhow, in the following position.

*Position.*—Lat.  $13^{\circ} 15' N.$

Long.  $74^{\circ} 05' E.$

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 827, Vengurla to Cape Comorin.

„ 748b, Indian ocean, northern portion.

*Authority.*—The Director, Royal Indian Marine, Bombay, 3rd December 1919.

## INDIA, WEST COAST.

*Kundapur—Derelict reported North-westward of.*

No. 359 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1919), are republished :—

*Date sighted.*—1st December 1919.

*Details.*—A derelict of a large native craft water-logged has been reported in the following position and appears to be drifting in an N. N. W. direction, 10 miles a day.

*Position.*—Lat.  $13^{\circ} 41' N.$

Long.  $74^{\circ} 07' E.$

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 827, Vengurla to Cape Comorin.

„ 748b, Indian ocean, northern portion.

*Authority.*—The Port Officer, Bombay, dated 2nd December 1919.

## AUSTRALIA, EAST COAST.

*Palm islands—Uncharted shoal.*

No. 360 (third publication).—The Portmaster, Brisbane, has given Notice (No. 3 of 1919) that the Commander of H.M.A.S. *Australia* reports that an uncharted shoal has been located between Falcon and Esk islands (Palm islands). A coral head, with a depth over it of 10 feet at L.W.O.S., appears to be in the centre of the shoal, and is situated five cables North 56 degrees West from the North extreme of Falcon island. The shoal is of small extent, but was not accurately determined.

*Charts affected.*—Nos. 2349 and 2763; Australia Directory, volume 2.



## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel—Replaced by buoy.**No. 361-1 (third publication).—*

*Subject.*—The South Patches light-vessel will be removed from her station on the 1st January 1920 and replaced early in March.

A red conical buoy with staff and cage will mark the position during her absence.

*Position.*—Lat.  $21^{\circ} 29' N.$ , long.  $91^{\circ} 37' E.$

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant point.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1919, No. 630.

Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 18th December 1919.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, JANUARY 28, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 19th January 1920.

#### NEW ZEALAND, SOUTH ISLAND.

*Hapuka Reef—Beacon removed: Buoy established.*

*No. 16 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2100 of 1919), are republished:—

(a) Beacon removed:

*Position.*—Formerly marking Hapuka reef.

Lat.  $40^{\circ} 58' S.$ , long.  $173^{\circ} 05\frac{1}{2}' E.$

*Description.*—A beacon 12 feet high.

*Remarks.*—The abovementioned beacon is to be expunged from the charts.

(b) Buoy established:—

*Position (approximate).*—At a distance of  $1\frac{1}{2}$  cables,  $120^{\circ}$  ( $S. 76^{\circ} E. Mag.$ ), from the former position of the abovementioned beacon.

*Description.*—A red conical buoy.

*Variation.*— $16^{\circ} E.$

*Chart affected.*—No. 2616, Cape Foulwind to D'Urville island; and plan of Torrent bay and Astrolabe road.

*Publications.*—New Zealand Pilot, 1908, page 193; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), page 286.

*Authority.*—Wellington Notice No. 55 of 1919. (*H. 8127/19.*)

## JAPAN—KIUSIU, EAST COAST.

*I Saki Light—Alteration in position and characteristics.*

*No. 17 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2103 of 1919), are republished:—

*New position.*—At a distance of  $1\frac{3}{4}$  cables,  $143^{\circ}$  (S.  $33^{\circ}$  E. *Mag.*), from former position.

Lat.  $31^{\circ} 33\frac{1}{2}'$  N., long.  $131^{\circ} 23\frac{1}{2}'$  E.

*New abridged description.*—Lt. F., W. R., 133 ft., vis. 8, 6 m.

## Characteristics:

*Character.*—A fixed light with white and red sectors.

*Elevation.*—133 feet.

*Visibility.*—White light, 8 miles; red light, 6 miles.

*Sectors.*—Red from  $191^{\circ}$  (S.  $15^{\circ}$  W. *Mag.*) to  $257^{\circ}$  (S.  $81^{\circ}$  W. *Mag.*).

White thence to  $275^{\circ}$  (N.  $81^{\circ}$  W. *Mag.*).

Red thence to  $6^{\circ}$  (N.  $10^{\circ}$  E. *Mag.*).

Obscured elsewhere.

*Note.*—In other respects the light is unaltered.

*Variation.*— $4^{\circ}$  W.

*Chart affected.*—No. 626, Plan of Aburatsubo harbour.

*Publications.*—List of Lights, Part VI, 1919, No. 1866.

Japan Pilot, 1914, page 91. Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 284 of 1919. (H. 8179/19.)

## BORNEO, SOUTH-EAST COAST.

*Pulo Laut Strait—Existence of a Shoal.*

*No. 18 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1919), are republished:—

*Position.*—At a distance of 6 cables,  $81^{\circ}$  (N.  $79^{\circ}$  E. *Mag.*), from the rear leading light on the south-eastern part of Suangi island.

Lat.  $3^{\circ} 26\frac{1}{2}'$  S., long.  $116^{\circ} 01\frac{1}{2}'$  E.

*Depth.*—24 fathoms, stones.

*Remarks.*—The shoal has a diameter of about 25 yards.

*Variation.*— $2^{\circ}$  E.

*Chart affected.*—No. 2662, Plan of Pulo Laut strait.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 349.

*Authority.*—Hague Notice No. 2036 of 1919. (H. 7816/19.)



# PERSIAN GULF.

*Gap Island—Amended position of a rocky patch.*

*No. 19 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M. of 1920), are republished:—

*Amended position.*—At a distance of about 3 cables  $135^{\circ}$  (S.  $47^{\circ}$  E. Mag.) from the charted position and at a distance of about 8 cables  $345^{\circ}$  (N.  $17^{\circ}$  W. Mag.) from the Little Quoin Island.

Lat.  $26^{\circ} 29' 17''$  N., Long.  $56^{\circ} 32' 22''$  E.

*Details.*—The small rocky patch which lies to the southward of the Gap Island has now been reported to exist correctly in the above position.

The patch is about 40 yards in extent with a least depth of 9 feet rocky bottom and has 20 fathoms all round.

*Note.*—The shoal is not visible to the eye.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 753 Entrance to the Persian Gulf.  
.. 2837a Persian Gulf, Eastern Sheet.

*Publication.*—Persian Gulf Pilot, 1915, page 67.

*Authority.*—Commanding Officer, R. I. M. S. "Nearchus," dated at Bander Abbas, 8th December 1919

# PERSIAN GULF.

*Henjam Sound—Gas Buoy not burning.*

*No. 20 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1920), are republished:—

*Position.*—At a distance of about  $5\frac{1}{2}$  cables,  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu in  $4\frac{1}{2}$  fathoms.  
Lat.  $26^{\circ} 41\frac{1}{2}'$  N., Long.  $55^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light, is not burning.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 3599, Plan of Henjam Sound.  
.. 753, Entrance to the Persian Gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.  
Indian Light List, 38th Issue, 1919, No. 39.

*Authority.*—The Naval Transport Officer, Henjam, dated 1st January 1920.

# BAY OF BENGAL.

## BURMA COAST.

*Rangoon river entrance—Pilot brig "Kyauktan" relieved by dredger "Pelican".*

*No. 21 (first publication).—*

*Subject.*—On the 17th January 1920 or as soon after as weather permits, the pilot brig "Kyauktan" will be relieved on the pilot station by the twin-screw steam dredger "Pelican."

The dredger is double funnelled, painted grey with the words "Pilot vessel" in large white letters on each side and has a signal mast forward.

*Charts affected.*—No. 833. Rangoon river and approaches.  
 .. 823. Koronge island to White point, including Gulf of Martaban  
 .. 830. Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1919, page 458

*Authority.*—Deputy Conservator, Port of Rangoon, Notice, dated 5th January 1920.

W. K. THYNE, COMDR., R.I.M.,

*Acting Port Officer of Calcutta.*

*The 12th January 1920.*

#### CHINA SEA—FORMOSA ISLAND.

*Pinamu—Lighthouse destroyed.*

*No. 6 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2012 of 1919), are republished:—

*Position.*—Lat.  $22^{\circ} 44'$  N., long.  $121^{\circ} 09'$  E.

*Details.*—The lighthouse in the above position has been destroyed.

*Note.*—A note "(Destroyed 1919)" is to be inserted on the charts against this light.

*Charts affected.*—No. 1968. Formosa island and strait.

.. 2661b. China sea, northern portion—eastern sheet.

.. 1262. Hongkong to Gulf of Liau-tung.

*Publications.*—List of Lights, Part VI, 1919, No. 1848.

China Pilot, Vol. V, 1912, page 201.

*Authority.*—Tokyo Notice No. 315 of 1919. (H. 8370-19.)

#### JAPAN—INLAND SEA.

*Bingo Nada—Existence of a Wreck.*

*No. 7 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2019 of 1919), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles south-westward from the summit of Murshima.

Lat.  $34^{\circ} 16' 42''$  N., long.  $133^{\circ} 30' 50''$  E.

*Description.*—Sunken wreck of a sailing vessel.

*Charts affected.*—No. 128. Channels between Bingo nada and Ozuchi jima.

.. 2875. Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 313 of 1919. (H. 8368-19.)

#### JAPAN—INLAND SEA. HARIMA NADA.

*Shodo Shima—Wreck eastward of; Wreck to be expunged from the Charts.*

*No. 8 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2022 of 1919), are republished:—

*Former Notice.*—No. 1083 of 1918. (This office No. 351 of 1918.)

## 1. Wreck:

*Position.*—At a distance of about 8½ miles eastward from Okadobana lighthouse.

Lat.  $34^{\circ} 27' 30''$  N., long.  $134^{\circ} 29' 30''$  E.

*Description.*—Sunken wreck of a steam auxiliary sailing vessel with funnel showing 6 feet above water.

## 2. Wreck to be expunged from the charts:

*Position.*—Lat.  $34^{\circ} 27\frac{1}{2}'$  N., long.  $134^{\circ} 31\frac{1}{2}'$  E.

*Description.*—Sunken wreck, formerly with 2 masts showing above water.

*Charts affected.*—No. 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea

*Authority.*—Tokyo Notice No. 314 of 1919. (H. 8369-19.)

## JAPAN—GULF OF TOKYO.

*Shima—Gawa Wan—Existence of a Wreck.*

*No. 9 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2025 of 1919), are republished:—

*Position.*—At a distance of about 4 miles northward from Haneda lighthouse.

Lat.  $35^{\circ} 35' 47''$  N., long.  $139^{\circ} 47' 45''$  E.

*Description.*—Wreck of the sailing vessel *Aiman Maru*, visible at low water.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

„ 996, Kūsuido to Tokyo.

*Authority.*—Tokyo Notice No. 318 of 1919. (H. 8372-19.)

## CHINA, EAST COAST—KYAU CHAU BAY AND APPROACH.

(1) *Yu Nui San*—*Light and Fog-Signal established; Light-Post removed.*

(2) *Tai Kung tau light*—*Fog-Signal established.*

*No. 10 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2055 of 1919), are republished:—

(1) *Yu Nui San.*(a) *Light:*

*Position.*—In the position formerly occupied by the fixed white light, which it replaces.

Lat.  $33^{\circ} 03'$  N., long.  $120^{\circ} 17'$  E.

*Abridged description.*—Lt. F., W. R. G., 82 ft., vis. 15 m.

*Characteristics:*

*Character.*—A fixed light with white, red and green sectors.

*Elevation.*—82 feet.

*Visibility.*—15 miles.

*Sectors.*—Red from  $253^{\circ}$  (S.  $77^{\circ}$  W. Mag.) to  $283^{\circ}$  (N.  $73^{\circ}$  W. Mag.).

White thence through north and east to  $184^{\circ}$  (S.  $8^{\circ}$  W. Mag.).

Green thence to  $213^{\circ}$  (S.  $37^{\circ}$  W. Mag.).

Obscured elsewhere.



*Power.*—White light 2,200 candles, red light 8,800 candles, green light 5,500 candles.

*Structure.*—An octagonal brick structure painted in black and white horizontal bands.

(b) Fog-signal:

*Description.*—A siren giving one blast of three seconds duration every thirty seconds.

(2) Tai kung tau Light.

*Position.*—On Tai kung tau lighthouse.

Lat.  $35^{\circ} 58'$  N., long.  $120^{\circ} 29'$  E.

*Description.*—A siren giving one blast of four seconds duration every fifty seconds.

*Variation.*— $4^{\circ}$  W.

*Charts affected.*—No. 857, Kyau chau bay.

.. 1255, Kyau chau bay to Lai chau bay.

.. 3480, Shantung promontory to Nagasaki.

.. 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—List of Lights, Part VI, 1919, Nos. 1601 and 1602.

China Sea Pilot, Vol. V, 1912, pages 411 and 414;

Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 298 of 1919. (H. 8187-19.)

CHINA SEA—BRITISH NORTH BORNEO.

Banguay South Channel, Fairway Shoal—Beacon established.

No. 11 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2057 of 1919), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  cables north-westward from the rock with less than 6 feet of water, shown on the south side of Fairway shoal.

Lat.  $7^{\circ} 07' 15''$  N., long.  $117^{\circ} 30' 40''$  E., on chart No. 948.

*Description.*—A steel tripod painted red, surmounted by a barrel painted in black and white vertical stripes.

*Charts affected.*—No. 948, Balabac strait.

.. 287, Gaya bay to Sandakan harbour.

.. 967, Palawan island.

.. 2576, Sulu archipelago, and north-east coast of Borneo.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 154.

*Authority.*—British North Borneo Government. (H. 8473-19.)

JAPAN—INLAND SEA.

Shimonoseki Kaikyo—Wreck removed.

No. 12 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2062 of 1919), are republished:—

*Former Notice.*—No. 1873 of 1919. (This Office No. 353 of 1919.)

*Position.*—At a distance of about 2½ cables southward from Manaita iwa light.

Lat.  $33^{\circ} 54'$  N., long.  $130^{\circ} 54'$  E.

*Description.*—Sunken wreck of the SS. *Kisetsu Maru*.

*Remarks.*—The wreck has been removed and is to be expunged from the charts.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approaches to Shimonoseki kaikyo.

„ 127, Hirada kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 300 of 1919. (H. 8365-19.)

#### PERSIAN GULF—SHATT-AL-ARAB RIVER.

##### *Tidal Constants.*

*No. 13 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1919), are republished:—

The following method of finding H. W. at various places between the Outer Bar and Basrah has been found to be approximately correct:—

Time of H. W. at—

Outer Bar	=	Time of H. W. Bushire	+ 4 hours.
Fao	=	Do.	+ 5 „
Abadan	=	Do.	+ 6 „
Mahommerah	=	Do.	+ 7 „
Basrah	=	Do.	+ 8 „

In calculating time of H. W. from above only the higher tide of the day at Bushire should be used.

If a Shamal is blowing about 50 minutes should be added to, and if a Kans about 15 minutes should be subtracted from, above times.

For H. W. Springs about 1 hour should be deducted, and for H. W. Neaps about 1 hour should be added to the above times.

It has been found on an average that ships at anchor in the river between Fao and Basrah swing to the flood about 2 hours before H. W., and to the ebb about 2 hours after H. W., except in summer when ships rarely swing to the flood.

*Publication affected.*—Persian Gulf Pilot, 6th Edition, 1915. page 283, Supplement (4), 1919.

*Authority.*—Officer Commanding R. I. M. S. *Lawrence*, dated 26th November 1919.

#### CEYLON—EAST COAST.

*Trincomali Harbour, York Shoal Buoy—Amended position of.*

*No. 14 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1919), are republished:—

*Amended position.*—At a distance of about 250 feet  $140^{\circ}$  (S.  $39^{\circ}$  E. Mag.) from the former position and at a distance of about 8½ cables  $242^{\circ}$  (S.  $63^{\circ}$  W. Mag.) from the Admiral's House flag-staff:—

Lat.  $8^{\circ} 32' 59''$  N.

Long.  $81^{\circ} 13' 46''$  E.

*Description.*—A can buoy painted white is moored off south western end of York Shoal.

*Variation.*— $1^{\circ}$  W.

*Charts affected.*—No. 816, Trincomali Harbour.

.. 815, The Harbour and Bays of Trincomali.

*Publication.*—Bay of Bengal Pilot, 1910, with revised Supplement (3), 1918, page 165.

*Authority.*—The Commanding Officer, H. M. S. *Highflyer*, Hydrographic Note No. 1, dated 23rd November 1919.

#### INDIA—WEST COAST.

##### *Bombay Harbour—Existence of wreck.*

*No. 15 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1919), are republished :—

*Position.*—At a distance of about 730 yards  $257^{\circ}$  (S.  $77^{\circ}$  W. *Mag.*) from Middle Ground flag staff :—

Lat.  $18^{\circ} 54' 59''$  N.

Long.  $72^{\circ} 50' 31''$  E.

*Description.*—Sunken wreck of a coal lighter with masts, showing two feet above water.

*Variation.*—Nil.

*Charts temporarily affected*—No. 655, Port of Bombay.

.. 2621, Bombay Harbour.

.. 737, Arnala Island to Kundari Island.

*Authority.*—The Commanding Officer, H. M. S. *Highflyer*, dated Bombay, 18th December 1919.

The 5th January 1920.

#### JAPAN—INLAND SEA.

##### *Mekari Seto—Existence of a Wreck.*

*No. 1 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1964 of 1919), are republished :—

*Position.*—At a distance of about  $1\frac{1}{4}$  miles north-eastward from Hyak Kan lighthouse.

Lat.  $34^{\circ} 18' 36''$  N., long.  $133^{\circ} 17' 42''$  E.

*Description.*—Sunken wreck of the sailing vessel *Tenyū Maru*, with three masts showing 20 feet above water.

*Chart affected.*—No. 2875, Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 293 of 1919. (*H. 8185/19.*)

## CHINA, EAST COAST.

### *Hongkong—Wireless Time-Signals established.*

*No. 2 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1973 of 1919), are republished:—

*Position.*—Cape d'Aguilar, lat.  $22^{\circ} 12\frac{1}{2}'$  N., long.  $114^{\circ} 15\frac{1}{2}'$  E.

*Details.*—Time signals are given daily during the four minutes preceding 0h. 00m. 00s. and 9h. 00m. 00s. Standard time (120th meridian), corresponding to 16h 00m. 00s. and to 1h. 00m. 00s. Greenwich mean time, respectively, in the following manner:—

The following preliminary signal is made from 23h. 54m. 00s. to 23h. 55m. 00s. and from 8h. 54m. 00s. to 8h. 55m. 00s. (Standard time):—

“CQ DE VPS HK TIME WAIT”

Then from 23h. 56m. 00s. to 0h. 00m. 00s. and from 8h. 56m. 00s. to 9h. 00m. 00s. a dot of *two-tenths of a second's* duration is made at every even second, with the exception of the 2nd, 28th, 50th, 52nd and 54th seconds of each minute.

*Remarks.*—The wave-length used is 1,000 metres.

Wireless stations on shore and ships within range of Cape d'Aguilar are to keep silent during the times stated above, in accordance with the Service Regulations appended to the “International Radio Telegraph Convention of 1912.”

*Note.*—This time signal will be included in the next revision of Admiralty Notice to Mariners, No. 1264 of 1919.

*Charts affected.*—No. 1263, China sea.

„ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, All Parts, 1919, No. 5013b.

China Sea Pilot, Vol. III, 1912, page 507.

*Authority.*—Colonial Office. (*H. 6761 & 8076-19.*)

## GENERAL INFORMATION WITH REGARD TO WIRELESS TIME SIGNALS.

*No. 3 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1993 of 1919), are republished:—

*Former Notice.*—No. 1264 of 1919 hereby cancelled.

The accompanying list of wireless time signals is intended to provide in a form suitable to give all information required by the wireless operator, a



complete and up-to-date list of all time signals issued by wireless stations throughout the world. The details showing the method of transmission of any given time signal will be found in the "Admiralty List of Lights and Time Signals" or in the "International List of Radio-telegraph Stations" (The Berne List).

The times given in the 4th column of the list are expressed in the 4-figure notation employed for signalling during the war. The term "G. M. T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23. Where two times are joined by a hyphen, the times denote respectively the beginning and end of the signal.

Most of the wireless time signals at present transmitted are sent by means of an automatic arrangement operated by the pendulum of a chronometer situated at some observatory. In such cases absolute reliance may be placed upon the accuracy of the signal. There are, however, many stations in the world which are very suitably situated for transmitting time signals to ships which could otherwise not receive them, where it would be very difficult or impossible to establish an automatic system. In such cases "hand" signals may be provided; but in general these signals should not be trusted to be accurate within closer limits than about two seconds.

It is hoped that all wireless time signals will eventually be standardised so that there shall be only two kinds of signals transmitted, the automatic signals being all alike and quite distinctive from the hand signals. It is further expected that arrangements will be made for all time signals to be transmitted at times so selected that a ship with only one wireless operator will be able to read them. A similar scheme for wireless weather bulletins is being evolved.

*Note.*—This Notice will be subject to revision from time to time.

#### LIST OF WIRELESS TIME SIGNALS.

Country.	Observatory.	Wireless station.	Time (G. M. T.).	Wave (metres).	Remarks.
Argentina	Darsena Norte	Buenos Aires ...	0156-0200	800	
	(Buenos Aires).	New Year Islands...	0150-0152	1800	
Australia	Adelaide	Adelaide Radio ...	0227-0230 1427-1430	2600	Eiffel Tower system (New).
		Melbourne Radio	0157-0200 1357-1400	600	
		Perth Radio	0257-0300 1457-1500	600	
Brazil	Rio de Janeiro ...	Ilha do Governador.	0157-0200 1157-1200	1800	Eiffel Tower system. (New).
Canada	—	Camperdown ...	1400	600	
Chile	—	Valparaiso ...	0055-0100	1800	
China	Hong Kong	Cape d' Aguilar...	0356-0400 1256-1300	1000	
	Zikawei	Shanghai (Zikawei).	0253-0259 0853-0859	600	
France	Paris	Eiffel Tower (F.L.)	0957-1000 1044-1049 2344-2349	2500	New system. Old system. Old system.
	Lyon	Lyon (Y.N.)	0859-0904	15,000	Eiffel Tower (Old system) Continuous wave.

Country.	Observatory.	Wireless station.	Time (G. M. T.).	Wave (metres).	Remarks.
Germany ...	—	Nauen (P.O.Z.) ...	{ 1157-1200 2357-0000 }	3600	Eiffel Tower system (New).
Hawaiian Islands ...	—	Honolulu ...	2355-2400	11,200 600	Continuous wave.
India ...	Calcutta ...	Calcutta ...	{ 0727-0730 1927-1930 }	2000	Eiffel Tower system (New).
Japan ...	Tokyo ...	{ Choshi ko ... Funabashi ... }	{ 1200-1204 1200-1204 }	{ 600 4000 }	
Mauritius ...	Mauritius ...	Mauritius ...	{ 0900-0901 2100-2101 }	2000	
New Zealand ...	Wellington ...	Awaui ...	1000-1005	2000	Only sent out on application to Observatory, Wellington.
Panama (Canal Zone).	Checked by Washington.	Balboa ...	{ 1755-1800 0955-1000 }	7500	Continuous wave.
		Colon ...	{ 1755-1800 0955-1000 }	1500	
		Darien ...	1755-1800	4000	
Philippines ...	—	Kavite ...	{ 0255-0300 1355-1400 }	952	
	—	Olongapo ...	0255-0300	952	
Portuguese Africa.	East	Lourenco Marques	{ 0757-0800 1857-1900 }	600	Eiffel Tower system (New).
South Africa ...	Cape Town ...	Cape Town ...	2059½-2100	600	
United States ...	Washington ...	Annapolis ...	{ 0255-0300 1655-1700 }	17,000	Continuous wave.
		Washington ...	{ 0255-0300 1655-1700 }	2500	
		Key West ...	{ — } 1655-1700	1500	
	New Orleans ...	New Orleans ...	1655-1700	1000	
		Great Lakes ...	1555-1600	1500	
		North Head ...	1855-1900	2800	
	Marine Island ...	Eureka (Table Bluff)	1855-1900	2000	
		Arguello Point ...	1855-1900	1512	
		San Diego ...	1855-1900	2400	
		San Francisco ...	{ 0555-0600 1955-2000 }	2400	

Authority.—Hydrographic Department. (H. 8725-19.)

#### JAPAN—HONSHU, SOUTH COAST.

*Hino Misaki—Wreck eastward of.*

*No. 4 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1997 of 1919), are republished:—

*Position (approximate).*—At a distance of about 2 miles eastward from Hino Misaki lighthouse.

Lat. 33° 52' 27" N., long. 135° 05' 37" E., on chart No. 951.

*Description.*—Sunken wreck of the SS. *Daini Toyō Maru*, with stem and foremast showing above water.

*Charts affected.*—No. 951, Osaki wan to Owashi wan.  
„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 294 of 1919. (*H.* 8186/19.)

#### SOUTH PACIFIC—NEW BRITAIN.

##### *Simpson Harbour—Light-Buoy withdrawn.*

*No. 5 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1998 of 1919), are republished:—

*Position.*—Marking shoal eastward of Dawapia rocks.  
Lat.  $4^{\circ} 14\frac{1}{2}'$  S., long  $152^{\circ} 11\frac{1}{2}'$  E.

*Description.*—A light-buoy formerly exhibiting a flashing white light.

*Remarks.*—The above light-buoy has been withdrawn and is to be expunged from the charts.

*Charts affected.*—No. 524, Plan of Blanche bay.  
„ 3553, Gazelle peninsula and St. George's channel.

*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 370; Supplement No. 3, 1917.

*Authority.*—H.M.A.S. *Suva* (Remark Book, 1919). (*H.* 8039-19.)

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, FEBRUARY 4, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 24th January 1920.

#### SUMATRA, WEST COAST.

(1) *Kru Road*—Existence of reefs.

(2) *Kawur*—Reefs south-eastward of.

No. 22 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2157 of 1919), are republished :—

##### (1) *Kru Road*.

(a) *Position*.—At a distance of  $3\frac{1}{10}$  miles,  $106^{\circ}$  (*S.  $74^{\circ}$  E. Mag.*), from Pulo Pisang Kru lighthouse.

Lat.  $5^{\circ} 09\frac{1}{2}'$  S., long.  $103^{\circ} 55'$  E.

*Depth*.—2 fathoms.

(b) *Position (approximate)*.—At a distance of  $4\frac{1}{2}$  miles,  $158^{\circ}$  (*S.  $22^{\circ}$  E. Mag.*), from Pulo Pisang Kru lighthouse.

*Depth*.—2 fathoms.

##### (2) *Kawur*.

(a) *Position*.—Lat.  $4^{\circ} 55' 50''$  S., long.  $103^{\circ} 31' 15''$  E., on chart No. 2761.

*Depth*.—3 fathoms.

(b) *Position*.—Lat.  $4^{\circ} 57' 00''$  S., long.  $103^{\circ} 33' 00''$  E., on chart No. 2761.

*Depth*.— $4\frac{1}{2}$  fathoms.

*Variation*.—Nil.



*Charts affected.*—No. 866, Plan of Pulo Pisang harbour and Kru road.  
 „ 2761, Chingkuk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 400 and 401.

*Authority.*—Hague Notices Nos. 2033 and 2034 of 1919. (*H. 7813 & 7814-19.*)

#### PHILIPPINE ISLANDS—SEBU, WEST COAST.

##### *Tangil Point—Light established.*

*No. 23 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2180 of 1919), are republished:—

*Position.*—On Tangil point.

Lat.  $10^{\circ} 04' 30''$  N., long.  $123^{\circ} 26' 40''$  E., on chart No. 2578.

*Abridged description.*—Lt. F., Red, 32 ft. vis. 7 m.

##### *Characteristics:*

*Character.*—A fixed red light.

*Elevation.*—32 feet.

*Visibility.*—7 miles.

*Structure.*—A white concrete pillar, 29 feet in height.

*Charts affected.*—No. 2578, Eastern part of the Sulu or Mindoro sea.  
 „ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1919, No. 1184a.  
 Eastern Archipelago Pilot, Part I, 1911, page 386.

*Authority.*—U.S.A. Hyd. Office Notice No. 3724 of 1919. (*H. 8859-19.*)

#### JAPAN—HONSHŪ, WEST COAST.

##### *Sakata Light—Alteration in characteristics.*

*No. 24 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2185 of 1919), are republished:—

*Position.*—On southern side of entrance to Sakata harbour.

Lat.  $38^{\circ} 55\frac{1}{2}'$  N., long.  $139^{\circ} 48\frac{1}{2}'$  E.

*New abridged description.*—Lt. Occ., Red, ev. 5 sec., 54 ft., vis. 12 m.

*Details.*—The light has been altered from fixed white to occulting red every five seconds, thus:

Light	eclipse
3 secs.	2 secs.

*Elevation.*—54 feet.

*Visibility.*—12 miles.

*Power.*—300 candles.

*Charts affected.*—No. 3003, Ando zaki to Ōtose zaki, with plan of Sakata harbour.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

*Publications.*—List of Lights, Part VI, 1919, No. 2140.  
 Japan Pilot, 1914, page 652.

*Authority.*—Tokyo Notice No. 1110 of 1919 (*H. 8842-19.*)

## GULF OF ADEN.

*Jibuti—Time signal established.*

*No. 25 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2199 of 1919), are republished :—

*Position.*—Jibuti, lat.  $11^{\circ} 35' N.$ , long.  $43^{\circ} 09' E.$

*Details.*—A time signal has been established at Jibuti, as described in the following note, which is to be inserted on the chart :—

*"A Time Gun is fired daily at 8h. 00m. 00s. Mean Time Meridian of  $45^{\circ} E.$  from Greenwich, corresponding to 5h. 00m. 00s. G.M.T."*

*Chart affected.*—No. 253, Plan of Jibuti bay.

*Publications.*—List of Lights, Part VI, 1919, page 449.  
Red Sea and Gulf of Aden Pilot, 1909, page 430.

*Authority.*—Paris Notice No. 344 of 1919. (*H. 2116-19.*)

## JAVA, NORTH COAST.

*Semarang Bay—Information with regard to shoals.*

*No. 26 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2200 of 1919), are republished :—

## 1. Existence of shoal :

*Position.*—At a distance of  $2\frac{3}{10}$  miles,  $14^{\circ} (N. 13^{\circ} E. Mag.)$ , from Semarang lighthouse.

• Lat.  $6^{\circ} 55' S.$ , long.  $110^{\circ} 24\frac{1}{2}' E.$

*Description.*—A 3-fathom shoal, about half a cable in extent.

*Remarks.*—A note "*Repd. (1919)*" is to be placed against this shoal on the charts.

## 2. Further details with regard to shoal :

*Former Notice.*—No. 1318 of 1919. (*This office No. 280 of 1919.*)

*Position.*—The northern end of the shoal is situated at a distance of  $2\frac{3}{10}$  miles,  $333^{\circ} (N. 28^{\circ} W. Mag.)$ , from Semarang lighthouse, and not  $2\frac{1}{10}$  miles,  $336^{\circ} (N. 25^{\circ} W. Mag.)$ , from the lighthouse, as stated in the former Notice.

*Details.*—This shoal, which has a least depth of  $2\frac{1}{2}$  fathoms, extends in a southerly direction for a distance of about  $2\frac{7}{10}$  cables from the above position. The shoal is about  $1\frac{1}{10}$  cables in width. The northern end of the shoal is marked by a white conical buoy with a red horizontal band and ball topmark.

*Variation.*— $1^{\circ} E.$

*Charts affected.*—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

*Publication*—Eastern Archipelago Pilot, Part II, 1913, page 117.

*Authority*.—Hague Notice No. 2460 of 1919. (H. 8989-19.)

### JAPAN—INLAND SEA.

#### *Kobe Harbour—Amended special harbour signals.*

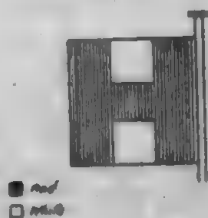
*No. 27 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2201 of 1919), are republished :—

The special signals for berthing vessels in Kobe harbour have been amended and are now as undermentioned :—

A.	Flag below Harbour Master Flag—	Anchor where convenient within No. 1 district.
B.	" " "	Anchor where convenient within No. 2 district.
C.	" " "	Take up berth on the west side of No. 1 Customs pier.
D E.	" " "	Take up berth on the east side of No. 2 Customs pier.
EW.	" " "	Take up berth on the west side of No. 2 Customs pier.
FE.	" " "	Take up berth on the east side of No. 3 Customs pier.
GW.	" " "	Take up berth on the west side of No. 3 Customs pier.
HE.	" " "	Take up berth on the east side of No. 4 Customs pier.
IW.	" " "	Take up berth on the west side of No. 4 Customs pier.
M.	" " "	Take up berth at sea wall at the east of Kobe.
T.	" " "	Take up berth at Takahama sea wall.
W.	" " "	Take up berth at Wada pier.

Government mooring-buoys are indicated by the number of the buoy in the International Code hoisted under the harbour master flag. Private company's buoys are indicated by the number of the buoy in the International Code hoisted under the company's flag.

The harbour master flag is as given below :—



*Publication.*—Japan Pilot, 1914, page 278 ; Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 226 of 1919. (H. 6368-19.)

### CHINA SEA—NEWCHWANG DISTRICT.

*Entrance to the Liao river, Bar signal station—System of signalling depths to be changed.*

*No. 28 (first publication).*—The Coast Inspector, Shanghai, has given notice (No. 692 of 1919), that on the reopening of the Liao River, about the 1st April 1920, the system of signals hitherto used at the Bar signal station

to indicate the depth of water on the Bar at the entrance to the river will be discontinued and the following new system adopted:—

### NEWCHWANG BAR SIGNALS.

DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.	DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.	DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.
<i>Feet.</i>			<i>Feet.</i>			<i>Feet.</i>		
6.	●	—	13	● ●	●	20	—	●
7	● ●	—	14	● ● ●	●	21	●	●
8	● ●	—	15	—	● ●	22	● ●	●
9	● ●	—	16	●	● ●	23	● ●	●
10	—	●	17	● ●	● ●	24	● ●	●
11	●	●	18	● ●	● ●	25	—	● ●
12	● ●	●	19	● ●	● ●	26	●	● ●

A ball at the masthead indicates that the tide is rising.

### GULF OF ADEN—BRITISH SOMALILAND.

#### *Zeila Roadstead—Decreased depth reported.*

*No. 29 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 4M. of 1920), are republished:—

*Position.*—At a distance of about 8½ miles 144° (S. 36° E. Mag.) from the beacon on Aibat Island:—

Lat. 11° 24½' N.

Long. 43° 33½' E., on chart No. 253.

*Details.*—The Master of SS. "Falcon" reports a decreased depth of 7 feet in the above position; and that considerably less water exists on the shoal lying between Zeila Town and Seagull Shoal than is shown on chart No. 919.

*Variation.*—Nil.

*Charts affected.*—No. 919, Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ 8c, Red Sea, Sheet V.

„ 6b, Gulf of Aden, Western portion.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 436.

*Authority.*—The Port Officer, Aden, dated 15th December 1919.



## INDIA—WEST COAST.

*Bombay Harbour approaches—Alteration in position of light-vessel.*

*No. 30 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1920), are republished:—

*Former Notice.*—Admiralty No. 1150 of 1919. (*This office No. 103 of 1919.*)

*New Position.*—At a distance of about 7 cables  $43\frac{1}{2}^{\circ}$  (N.  $43\frac{1}{2}^{\circ}$  E. Mag.) from former position, and at a distance of about 4 miles and 3 cables  $231\frac{1}{2}^{\circ}$  (S.  $51\frac{1}{2}^{\circ}$  W. Mag.) from Prongs Light-house.

Lat.  $18^{\circ} 50' 00''$  N.

Long.  $72^{\circ} 44' 30''$  E.

*Description.*—As described in the Admiralty List of Lights, Part VI, 1920.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—List of Lights, Part VI, 1920.

Indian Light List, 38th Issue, 1919, No. 89.

West Coast of India Pilot, 1909, page 215, Revised Supplement (3), 1918.

*Authority.*—The Port Officer, Bombay, dated 5th January 1920.

The 19th January 1920.

## NEW ZEALAND, SOUTH ISLAND.

*Hapuka Reef—Beacon removed; Buoy established.*

*No. 16 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2100 of 1919), are republished:—

(a) Beacon removed:

*Position.*—Formerly marking Hapuka reef.

Lat.  $40^{\circ} 58'$  S., long.  $173^{\circ} 05\frac{1}{2}'$  E.

*Description.*—A beacon 12 feet high.

*Remarks.*—The abovementioned beacon is to be expunged from the charts.

(b) Buoy established:—

*Position (approximate).*—At a distance of  $1\frac{1}{2}$  cables,  $120^{\circ}$  (S.  $76^{\circ}$  E. Mag.), from the former position of the abovementioned beacon.

*Description.*—A red conical buoy.

*Variation.*— $16^{\circ}$  E.

*Chart affected.*—No. 2616, Cape Foulwind to D'Urville island; and plan of Torrent bay and Astrolabe road.

*Publications.*—New Zealand Pilot, 1908, page 193: Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), page 286.

*Authority.*—Wellington Notice No. 55 of 1919. (*H. 8127/19.*)

## JAPAN—KIUSIU, EAST COAST.

*I Saki Light—Alteration in position and characteristics.*

*No. 17 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2103 of 1919), are republished :—

*New position.*—At a distance of  $1\frac{3}{10}$  cables,  $143^{\circ}$  (S.  $33^{\circ}$  E. Mag.), from former position.

Lat.  $31^{\circ} 33\frac{1}{2}'$  N., long.  $131^{\circ} 23\frac{1}{2}'$  E.

*New abridged description.*—Lt. F., W. R., 133 ft. vis. 8, 6 m.

## Characteristics :

*Character.*—A fixed light with white and red sectors.

*Elevation.*—133 feet.

*Visibility.*—White light, 8 miles ; red light, 6 miles.

*Sectors.*—Red from  $191^{\circ}$  (S.  $15^{\circ}$  W. Mag.) to  $257^{\circ}$  (S.  $81^{\circ}$  W. Mag.).

White thence to  $275^{\circ}$  (N.  $81^{\circ}$  W. Mag.).

Red thence to  $6^{\circ}$  (N.  $10^{\circ}$  E. Mag.).

Obscured elsewhere.

*Note.*—In other respects the light is unaltered.

*Variation.*— $4^{\circ}$  W.

*Chart affected.*—No. 626, Plan of Aburatsu harbour.

*Publications.*—List of Lights, Part VI, 1919, No. 1866.

Japan Pilot, 1914, page 91. Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 284 of 1919. (H. 8179/19.)

## BORNEO, SOUTH-EAST COAST.

*Pulo Laut Strait—Existence of a Shoal.*

*No. 18 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1919), are republished :—

*Position.*—At a distance of 6 cables,  $81^{\circ}$  (N.  $79^{\circ}$  E. Mag.), from the rear leading light on the south-eastern part of Suangi island.

Lat.  $3^{\circ} 26\frac{1}{2}'$  S., long.  $116^{\circ} 01\frac{1}{2}'$  E.

*Depth.*— $2\frac{1}{2}$  fathoms, stones.

*Remarks.*—The shoal has a diameter of about 25 yards.

*Variation.*— $2^{\circ}$  E.

*Chart affected.*—No. 2662, Plan of Pulo Laut strait.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 349.

*Authority.*—Hague Notice No. 2036 of 1919. (H. 7816/19.)

## PERSIAN GULF.

*Gap Island—Amended position of a rocky patch.*

*No. 19 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M. of 1920), are republished:—

*Amended position.*—At a distance of about 3 cables  $135^{\circ}$  (S.  $47^{\circ}$  E. Mag.) from the charted position and at a distance of about cables  $345^{\circ}$  (N.  $17^{\circ}$  W. Mag.) from the Little Quoin Island,  
Lat.  $26^{\circ} 29' 17''$  N., Long.  $56^{\circ} 32' 22''$  E.

*Details.*—The small rocky patch which lies to the southward of the Gap Island has now been reported to exist correctly in the above position.

The patch is about 40 yards in extent with a least depth of 9 feet rocky bottom and has 20 fathoms all round.

*Note.*—The shoal is not visible to the eye.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 753 Entrance to the Persian Gulf.  
" 2837a Persian Gulf, Eastern Sheet.

*Publication.*—Persian Gulf Pilot, 1915, page 67.

*Authority.*—Commanding Officer, R. I. M. S. "Nearchus," dated at Bander Abbas, 8th December 1919.

## PERSIAN GULF.

*Henjam Sound—Gas Buoy not burning.*

*No. 20 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1920), are republished:—

*Position.*—At a distance of about  $5\frac{1}{2}$  cables,  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu  $\Delta$  in  $4\frac{1}{2}$  fathoms.  
Lat.  $26^{\circ} 41\frac{1}{2}'$  N., Long.  $55^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light, is not burning.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 3599, Plan of Henjam Sound.  
" 753, Entrance to the Persian Gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.  
Indian Light List, 38th Issue, 1919, No. 39.

*Authority.*—The Naval Transport Officer, Henjam, dated 1st January 1920.

## BAY OF BENGAL.

## BURMA COAST.

*Rangoon river entrance—Pilot brig "Kyauktan" relieved by dredger "Pelican".*

*No. 21 (second publication).*—

*Subject.*—On the 17th January 1920 or as soon after as weather permits, the pilot brig "Kyauktan" will be relieved on the pilot station by the twin-screw steam dredger "Pelican."

The dredger is double funnelled, painted grey with the words "Pilot vessel" in large white letters on each side and has a signal mast forward.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point, including Gulf of Martaban.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, page 458.

*Authority.*—Deputy Conservator, Port of Rangoon, Notice, dated 5th January 1920.

W. K. THYNE, COMDR., R.I.M.,

*Acting Port Officer of Calcutta.*

*The 12th January 1920.*

#### CHINA SEA—FORMOSA ISLAND.

##### *Pinamu—Lighthouse destroyed.*

*No. 6 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2012 of 1919), are republished:—

*Position.*—Lat.  $22^{\circ} 44'$  N., long.  $121^{\circ} 09'$  E.

*Details.*—The lighthouse in the above position has been destroyed.

*Note.*—A note “(Destroyed 1919)” is to be inserted on the charts against this light.

*Charts affected.*—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—List of Lights, Part VI, 1919, No. 1848.

China Pilot, Vol. V, 1912, page 201.

*Authority.*—Tokyo Notice No. 315 of 1919. (H. 8370-19.)

#### JAPAN—INLAND SEA.

##### *Bingo Nada—Existence of a Wreck.*

*No. 7 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2019 of 1919), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles south-westward from the summit of Mu shima.

Lat.  $34^{\circ} 16' 42''$  N., long.  $133^{\circ} 30' 50''$  E.

*Description.*—Sunken wreck of a sailing vessel.

*Charts affected.*—No. 128, Channels between Bingo nada and Ozuchi jima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 313 of 1919. (H. 8368-19.)

#### JAPAN—INLAND SEA, HARIMA NADA.

##### *Shodo Shima—Wreck eastward of; Wreck to be expunged from the Charts.*

*No. 8 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2022 of 1919), are republished:—

*Former Notice.*—No. 1083 of 1918. (This office No. 351 of 1918.)



## 1. Wreck:

*Position.*—At a distance of about 8½ miles eastward from Okado bana lighthouse.

Lat.  $34^{\circ} 27' 30''$  N., long.  $134^{\circ} 29' 30''$  E.

*Description.*—Sunken wreck of a steam auxiliary sailing vessel with funnel showing 6 feet above water.

## 2. Wreck to be expunged from the charts:

*Position.*—Lat.  $34^{\circ} 27\frac{1}{2}'$  N., long.  $134^{\circ} 31\frac{1}{2}'$  E.

*Description.*—Sunken wreck, formerly with 2 masts showing above water.

*Charts affected.*—No. 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 314 of 1919. (H. 8369-19.)

## JAPAN—GULF OF TOKYO.

*Shina—Gawa Wan—Existence of a Wreck.*

*No. 9 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2025 of 1919), are republished:—

*Position.*—At a distance of about 4 miles northward from Haneda lighthouse.

Lat.  $35^{\circ} 35' 47''$  N., long.  $139^{\circ} 47' 45''$  E.

*Description.*—Wreck of the sailing vessel *Ainan Maru*, visible at low water.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

„ 996, Kûsuido to Tokyo.

*Authority.*—Tokyo Notice No. 318 of 1919. (H. 8372-19.)

## CHINA, EAST COAST—KYAU CHAU BAY AND APPROACH.

(1) *Yu Nui San—Light and Fog-Signal established; Light-Post removed.*

(2) *Tai Kung tau light—Fog-Signal established.*

*No. 10 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2055 of 1919), are republished:—

(1) **Yu Nui San.**

## (a) Light:

*Position.*—In the position formerly occupied by the fixed white light, which it replaces.

Lat.  $36^{\circ} 03'$  N., long.  $120^{\circ} 17'$  E.

*Abridged description.*—Lt. F., W. R. G., 82 ft., vis. 15 m.

*Characteristics:*

*Character.*—A fixed light with white, red and green sectors.

*Elevation.*—82 feet.

*Visibility.*—15 miles.

*Sectors.*—Red from  $253^{\circ}$  (S.  $77^{\circ}$  W. Mag.) to  $283^{\circ}$  (N.  $73^{\circ}$  W. Mag.).

White thence through north and east to  $184^{\circ}$  (S.  $8^{\circ}$  W. Mag.).

Green thence to  $213^{\circ}$  (S.  $37^{\circ}$  W. Mag.).

Obscured elsewhere.

*Power.*—White light 2,200 candles, red light 8,800 candles, green light 5,500 candles.

*Structure.*—An octagonal brick structure painted in black and white horizontal bands.

(b) Fog-signal:

*Description.*—A siren giving one blast of three seconds duration every thirty seconds.

(2) Tai kung tau Light.

*Position.*—On Tai kung tau lighthouse.

Lat.  $35^{\circ} 58' N.$ , long.  $120^{\circ} 29' E.$

*Description.*—A siren giving one blast of four seconds duration every fifty seconds.

*Variation.*— $4^{\circ} W.$

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

„ 1262, Hongkong to Gulf of Lian-tung.

*Publications.*—List of Lights, Part VI, 1919, Nos. 1601 and 1602.

China Sea Pilot, Vol. V, 1912, pages 411 and 414

Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 298 of 1919. (*H.* 8187-19.)

CHINA SEA—BRITISH NORTH BORNEO.

*Banguay South Channel, Fairway Shoal—Beacon established.*

*No. 11 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2057 of 1919), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  cables north-westward from the rock with less than 6 feet of water, shown on the south side of Fairway shoal.

Lat.  $7^{\circ} 07' 15'' N.$ , long.  $117^{\circ} 30' 40'' E.$ , on chart No. 948.

*Description.*—A steel tripod painted red, surmounted by a barrel painted in black and white vertical stripes.

*Charts affected.*—No. 948, Balabac strait.

„ 287, Gaya bay to Sandakan harbour.

„ 967, Palawan island.

„ 2576, Sulu archipelago, and north-east coast of Borneo.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 154.

*Authority.*—British North Borneo Government. (*H.* 8473-19.)

JAPAN—INLAND SEA.

*Shimonoseki Kaikyo—Wreck removed.*

*No. 12 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2062 of 1919), are republished:—

*Former Notice.*—No. 1873 of 1919. (*This Office No. 353 of 1919.*)

*Position.*—At a distance of about 2½ cables southward from Manaita iwa light.

Lat. 33° 54½' N., long. 130° 54' E.

*Description.*—Sunken wreck of the SS. *Kisetsu Maru*.

*Remarks.*—The wreck has been removed and is to be expunged from the charts.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approaches to Shimonoseki kaikyo.

„ 127, Hirada kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 300 of 1919. (H. 8365-19.)

#### PERSIAN GULF—SHATT-AL-ARAB RIVER.

##### *Tidal Constants.*

*No. 13 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1919), are republished :—

The following method of finding H. W. at various places between the Outer Bar and Basrah has been found to be approximately correct :—

Time of H. W. at—

Outer Bar	=	Time of H. W. Bushire	+4 hours.
Fao	=	Do.	+5 „
Abadan	=	Do.	+6 „
Mahommerah	=	Do.	+7 „
Basrah	=	Do.	+8 „

In calculating time of H. W. from above only the higher tide of the day at Bushire should be used.

If a Shamal is blowing about 50 minutes should be added to, and if a Kans about 15 minutes should be subtracted from, above times.

For H. W. Springs about 1 hour should be deducted, and for H. W. Neaps about 1 hour should be added to the above times.

It has been found on an average that ships at anchor in the river between Fao and Basrah swing to the flood about 2 hours before H. W., and to the ebb about 2 hours after H. W., except in summer when ships rarely swing to the flood.

*Publication affected.*—Persian Gulf Pilot, 6th Edition, 1915, page 283, Supplement (4), 1919.

*Authority.*—Officer Commanding R. I. M. S. *Lawrence*, dated 26th November 1919.

#### CEYLON—EAST COAST.

*Trincomali Harbour, York Shoal Buoy—Amended position of.*

*No. 14 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1919), are republished :—

*Amended position.*—At a distance of about 250 feet 140° (S. 39° E. Mag.) from the former position and at a distance of about 8½ cables 242° (S. 63° W. Mag.) from the Admiral's House flag-staff :—

Lat. 8° 32' 59" N.

Long. 81° 13' 46" E.

*Description.*—A can buoy painted white is moored off south western end of York Shoal.

*Variation.*— $1^{\circ}$  W.

*Charts affected.*—No. 816, Trincomali Harbour.

„ 815, The Harbour and Bays of Trincomali.

*Publication.*—Bay of Bengal Pilot, 1910, with revised Supplement (3), 1918, page 165.

*Authority.*—The Commanding Officer, H. M. S. *Highflyer*, Hydrographic Note No. 1, dated 23rd November 1919.

#### INDIA—WEST COAST.

##### *Bombay Harbour—Existence of wreck.*

*No. 15 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1919), are republished :—

*Position.*—At a distance of about 730 yards  $257^{\circ}$  (S.  $77^{\circ}$  W. *Mag.*) from Middle Ground flag staff :—

Lat.  $18^{\circ} 54' 59''$  N.

Long.  $72^{\circ} 50' 31''$  E.

*Description.*—Sunken wreck of a coal lighter with masts, showing two feet above water.

*Variation.*—Nil.

*Charts temporarily affected.*—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Authority.*—The Commanding Officer, H. M. S. *Highflyer*, dated Bombay, 18th December 1919.

W. K. THYNE, COMDR., R.I.M..

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, FEBRUARY 11, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY.

*Secy. to the Govt. of Bengal.*

CALCUTTA. the 2nd February 1920.

#### MADAGASCAR. EAST COAST.

*Vohemar Point—Shoal reported southward of.*

*No. 31 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2215 of 1919), are re-published :—

*Position.*—At a distance of about 15 miles southward of Vohemar point.

Lat. 13° 37' S., long. 50° 06' E.

*Details.*—A vessel is reported to have struck on a shoal in the vicinity of the position given above. The depth on the shoal is not stated.

*Note.*—The shoal is to be indicated on the charts by the symbol for a rock with a depth of less than 6 feet and marked "*Reported (1919) P.D.*"

*Charts affected.*—No. 758, Cape St. Andrew to Antongil bay.  
„ 2899, Chagos archipelago to Madagascar.  
„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—South Indian Ocean Pilot, 1911, page 255.

*Authority.*—Journal Officiel de Madagascar. (*H. 4152/19.*)



## RED SEA, EASTERN SHORE.

*Ras el Askar to Loheiya—Information with regard to buoys and beacons.*

No. 32 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2216 of 1919), are re-published:—

## (i) Buoy established:

*Position (approximate).*—On north-eastern side of Katat el Awwal and at a distance of  $4\frac{9}{10}$  miles,  $331^{\circ}$  (*N.  $29^{\circ}$  W. Mag.*), from the north-western extreme of Jinnabiyat island.

*Description.*—A black and white spherical buoy with staff.

## (ii) Beacons and buoys disappeared:

(a) *Position.*—At a distance of about 3 miles eastward from eastern point of Surrein island.

Lat.  $19^{\circ} 38' N.$ , long.  $40^{\circ} 41\frac{1}{2}' E.$

*Description.*—A beacon with circular topmark.

(b) *Position.*—At a distance of about  $6\frac{1}{2}$  miles northward from eastern point of Surrein island.

Lat.  $19^{\circ} 43' N.$ , long.  $40^{\circ} 38\frac{1}{2}' E.$

*Description.*—A beacon with triangular topmark.

*Note.*—The buoy shown on the charts close westward from the above beacon has also disappeared.

(c) *Position.*—At a distance of about 7 miles south-eastward from southern point of Abulat island.

Lat.  $19^{\circ} 53\frac{1}{2}' N.$ , long.  $40^{\circ} 15\frac{1}{2}' E.$

*Description.*—A beacon with triangular topmark.

(d) *Position.*—At a distance of about  $4\frac{1}{2}$  cables eastward from eastern point of Urmek island.

Lat.  $15^{\circ} 37\frac{1}{2}' N.$ , long.  $42^{\circ} 37\frac{1}{2}' E.$

*Description.*—A black and red conical buoy.

(e) *Position.*—Lat.  $18^{\circ} 23\frac{1}{2}' N.$ , long.  $41^{\circ} 24' E.$

*Description.*—A buoy with topmark.

*Note.*—The above beacons and buoys are to be expunged from the charts.

*Variation.*—Nil.

*Charts affected.*—No. 14, Plan of approaches to Ras el Askar.

„ 8c, Red sea—sheet 3.

„ 8d, Red sea—sheet 4, with plan of Loheiya.

„ 2523, Red sea.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 340.

*Authority.*—Egypt Squadron, Notices Nos. 13 and 25 of 1919, and H.M. Surveying Vessel *Merlin* Hyd. Note No. 4 of 1919. (*H. 3297, 3884 & 5235/19.*)

## AFRICA, EAST COAST.

*Tanga approach—Buoys disappeared.*

No. 33 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2233 of 1919), are re-published:—

1. *Position.*—On eastern side of entrance to ship channel.

Lat.  $5^{\circ} 03\frac{1}{2}' S.$ , long.  $39^{\circ} 13\frac{1}{2}' E.$

*Description.*—A red conical buoy with topmark.

2. *Position.*—Marking north-eastern edge of Niule reef.

*Description.*—A black conical buoy with topmark.

3. *Position*.—Marking northern side of Dixon bank.

*Description*.—A black and white vertically striped buoy with topmark.

*Remarks*.—The above three buoys, which have disappeared, are to be expunged from the charts, together with the cautionary note on the subject.

*Charts affected*.—No. 663, Mansa and Tanga bays.

.. 1390, Chale point to Pangani.

.. 664, Zanzibar to Malindi.

*Publication*.—Africa Pilot, Part III. 1915, page 451; Revised Supplement (2), 1919.

*Authority*.—Messrs. Thos. & Jas. Harrison, Liverpool. (H. 9084/19).

### RED SEA. EASTERN SHORE.

*Hodeida Road*—*Lights extinguished; Buoy established.*

*No. 34 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2234 of 1919), are republished:—

1. *Lights extinguished:*

*Position*.—On inner end of each projecting mole off the boat harbour not shown on chart.

Lat.  $14^{\circ} 47' N.$ , long.  $42^{\circ} 55\frac{1}{2}' E.$

*Description*.—Two white fixed lights.

*Remarks*.—The note “(White harbour lights)” is to be expunged from the chart.

2. *Buoy established:*

*Position (approximate)*.—Marking southern edge of reefs off Fishing point, and at a distance of 2 miles,  $270^{\circ}$  (*West Mag.*), from Minaret (tall spire).

*Description*.—A buoy painted in red and white horizontal stripes with triangular topmark.

*Variation*.—Nil.

*Chart affected*.—No. 14, Plan of Hodeida road.

*Publications*.—List of Lights, Part V, 1919, No. 2199.

Red Sea and Gulf of Aden Pilot, 1909, page 389; Revised Supplement (3), 1917.

*Authority*.—H. M. S. *Espiegle*. Hydrographic Note No. 1 of 1919. (H. 8472/19.)

### PERSIAN GULF.

*Henjam Sound*—*Gas buoy relit.*

*No. 35 (first publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 8M. of 1920), are republished:—

*Former Notice*.—No. 3-M of 1920. (*This Office No. 20 of 1920*.)

*Position*.—At a distance of about  $5\frac{1}{2}$  cables  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu  $\Delta$ .

Lat.  $26^{\circ} 41' N.$

Long.  $55^{\circ} 55\frac{1}{2}' E.$

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light has now been relit.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam sound.  
 „ 753, Entrance to the Persian gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.  
 Indian Light List, 38th Issue, 1919, No. 39.

*Authority.*—The Naval Transport Officer, Henjam, dated 15th January 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.

The 24th January 1920.

#### SUMATRA, WEST COAST.

(1) *Kru Road*—Existence of reefs.

(2) *Kawur*—Reefs south-eastward of.

No. 22 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2157 of 1919), are republished :—

##### (1) *Kru Road.*

(a) *Position.*—At a distance of  $3\frac{8}{10}$  miles, 106° (S. 74° E. Mag.), from Pulo Pisang Kru lighthouse.

Lat. 5° 09½' S., long. 103° 55' E.

Depth—2 fathoms.

(b) *Position (approximate).*—At a distance of 4½ miles, 158° (S. 22° E. Mag.), from Pulo Pisang Kru lighthouse.

Depth.—2 fathoms.

##### (2) *Kawur.*

(a) *Position.*—Lat. 4° 55' 50" S., long. 103° 31' 15" E., on chart No. 2761.

Depth.—3 fathoms.

(b) *Position.*—Lat. 4° 57' 00" S., long. 103° 33' 00" E., on chart No. 2761.

Depth.—4½ fathoms.

*Variation.*—Nil.

*Charts affected.*—No. 866, Plan of Pulo Pisang harbour and Kru road.  
 „ 2761, Chingkuk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 400 and 401.

*Authority.*—Hague Notices Nos. 2033 and 2034 of 1919. (H. 7813 & 7814-19.)

#### PHILIPPINE ISLANDS—SEBU, WEST COAST.

*Tangil Point*—Light established.

No. 23 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2180 of 1919), are republished :—

*Position.*—On Tangil point.

Lat. 10° 04' 30" N., long. 123° 26' 40" E., on chart No. 2578.

*Abridged description.*—Lt. F., Red, 32 ft. vis. 7 m.

**Characteristics:**

*Character.*—A fixed red light.

*Elevation.*—32 feet.

*Visibility.*—7 miles.

*Structure.*—A white concrete pillar, 29 feet in height.

*Charts affected.*—No. 2578, Eastern part of the Sulu or Mindoro sea.  
 „ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1919, No. 1184a.  
 Eastern Archipelago Pilot, Part I, 1911, page 386.

*Authority.*—U.S.A. Hyd. Office Notice No. 3724 of 1919. (H. 8859-19.)

**JAPAN—HONSHŪ, WEST COAST.**

*Sakata Light—Alteration in characteristics.*

*No. 24 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2185 of 1919), are republished:—

*Position.*—On southern side of entrance to Sakata harbour.

Lat.  $38^{\circ} 55' N.$ , long.  $139^{\circ} 48' E.$

*New abridged description.*—Lt. Occ., Red, ev. 5 sec., 54 ft., vis. 12 m.

*Details.*—The light has been altered from fixed white to occulting red every five seconds, thus:

Light	eclipse
3 sec.	2 sec.

*Elevation.*—54 feet.

*Visibility.*—12 miles.

*Power.*—300 candles.

*Charts affected.*—No. 3003, Ando zaki to Ōtose zaki, with plan of Sakata harbour.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

*Publications.*—List of Lights, Part VI, 1919, No. 2140.  
 Japan Pilot, 1914, page 652.

*Authority.*—Tokyo Notice No. 1110 of 1919. (H. 8842-19.)

**GULF OF ADEN.**

*Jibuti—Time signal established.*

*No. 25 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2199 of 1919), are republished:—

*Position.*—Jibuti, lat.  $11^{\circ} 35' N.$ , long.  $43^{\circ} 09' E.$

*Details.*—A time signal has been established at Jibuti, as described in the following note, which is to be inserted on the chart:—

“A Time Gun is fired daily at 8h. 00m. 00s. Mean Time Meridian of  $45^{\circ} E.$  from Greenwich, corresponding to 5h. 00m. 00s. G.M.T.”

*Chart affected.*—No. 253, Plan of Jibuti bay.

*Publications.*—List of Lights, Part VI, 1919, page 449.  
 Red Sea and Gulf of Aden Pilot, 1909, page 430.

*Authority.*—Paris Notice No. 344 of 1919. (H. 2116-19.)

## JAVA, NORTH COAST.

*Semarang Bay—Information with regard to shoals.*

*No. 26 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2200 of 1919), are republished:—

## 1. Existence of shoal:

*Position.*—At a distance of  $2\frac{2}{10}$  miles,  $14^{\circ}$  (N.  $13^{\circ}$  E. Mag.), from Semarang lighthouse.  
Lat.  $6^{\circ} 55'$  S., long.  $110^{\circ} 24\frac{1}{2}'$  E.

*Description.*—A 3-fathom shoal, about half a cable in extent.

*Remarks.*—A note "*Repd. (1919)*" is to be placed against this shoal on the charts.

## 2. Further details with regard to shoal:

*Former Notice.*—No. 1318 of 1919. (*This office No. 280 of 1919.*)

*Position.*—The northern end of the shoal is situated at a distance of  $2\frac{3}{10}$  miles,  $333^{\circ}$  (N.  $28^{\circ}$  W. Mag.), from Semarang lighthouse, and not  $2\frac{1}{10}$  miles,  $336^{\circ}$  (N.  $25^{\circ}$  W. Mag.), from the lighthouse, as stated in the former Notice.

*Details.*—This shoal, which has a least depth of  $2\frac{1}{2}$  fathoms, extends in a southerly direction for a distance of about  $2\frac{7}{10}$  cables from the above position. The shoal is about  $1\frac{1}{10}$  cables in width. The northern end of the shoal is marked by a white conical buoy with a red horizontal band and ball topmark.

*Variation.*— $1^{\circ}$  E.

*Charts affected.*—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 117.

*Authority.*—Hague Notice No. 2460 of 1919. (*H. 8989-19.*)

## JAPAN—INLAND SEA.

*Kobe Harbour—Amended special harbour signals.*

*No. 27 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2201 of 1919), are republished:—

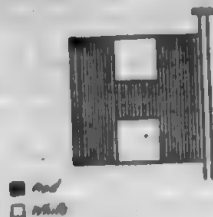
The special signals for berthing vessels in Kobe harbour have been amended and are now as undermentioned:—

A.	Flag below Harbour Master Flag—Anchor where convenient within No. 1 district.
B.	„ „ „ Anchor where convenient within No. 2 district.
C.	„ „ „ Take up berth on the west side of No. 1 Customs pier.
D E.	„ „ „ Take up berth on the east side of No. 2 Customs pier.
EW.	„ „ „ Take up berth on the west side of No. 2 Customs pier.
F E.	„ „ „ Take up berth on the east side of No. 3 Customs pier.
GW.	„ „ „ Take up berth on the west side of No. 3 Customs pier.
H E.	„ „ „ Take up berth on the east side of No. 4 Customs pier.
IW.	„ „ „ Take up berth on the west side of No. 4 Customs pier.
M.	„ „ „ Take up berth at sea wall at the east of Kobe.
T.	„ „ „ Take up berth at Takahama sea wall.
W.	„ „ „ Take up berth at Wada pier



Government mooring-buoys are indicated by the number of the buoy in the International Code hoisted under the harbour master flag. Private company's buoys are indicated by the number of the buoy in the International Code hoisted under the company's flag.

The harbour master flag is as given below :—



*Publication.*—Japan Pilot, 1914, page 278 ; Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 226 of 1919. (H. 6368-19.)

CHINA SEA—NEWCHWANG DISTRICT.

*Entrance to the Liao river, Bar signal station—System of signalling depths to be changed.*

No. 28 (second publication).—The Coast Inspector, Shanghai, has given notice (No. 692 of 1919), that on the reopening of the Liao River, about the 1st April 1920, the system of signals hitherto used at the Bar signal station to indicate the depth of water on the Bar at the entrance to the river will be discontinued and the following new system adopted :—

NEWCHWANG BAR SIGNALS.

DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.	DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.	DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.
<i>Feet.</i>			<i>Feet.</i>			<i>Feet.</i>		
6	●		13	● ●	●	20		● ●
7	● ●		14	● ●	●	21	●	● ●
8	● ●		15		● ●	22	● ●	● ●
9	● ●		16	●	● ●	23	● ●	● ●
10		●	17	● ●	● ●	24	● ●	● ●
11	●	●	18	● ●	● ●	25		● ●
12	● ●	●	19	● ●	● ●	26	●	● ●

A ball at the masthead indicates that the tide is rising.

## GULF OF ADEN—BRITISH SOMALILAND.

*Zeila Roadstead—Decreased depth reported.*

*No. 29 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 4M. of 1920), are republished:—

*Position.*—At a distance of about  $8\frac{1}{2}$  miles  $144^{\circ}$  (S.  $36^{\circ}$  E. Mag.) from the beacon on Aibat Island:—

Lat.  $11^{\circ} 24'$  N.

Long.  $43^{\circ} 33'$  E., on chart No. 253.

*Details.*—The Master of SS. "Falcon" reports a decreased depth of 7 feet in the above position; and that considerably less water exists on the shoal lying between Zeila Town and Seagull Shoal than is shown on chart No. 919.

*Variation.*—Nil.

*Charts affected.*—No. 919, Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ 8a, Red Sea, Sheet V.

„ 6b, Gulf of Aden, Western portion.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 436.

*Authority.*—The Port Officer, Aden, dated 15th December 1919.

## INDIA—WEST COAST.

*Bombay Harbour approaches—Alteration in position of light-vessel.*

*No. 30 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1920), are republished:—

*Former Notice.*—Admiralty No. 1150 of 1919. (*This office No. 103 of 1919.*)

*New position.*—At a distance of about 7 cables  $43\frac{1}{2}^{\circ}$  (N.  $43\frac{1}{2}^{\circ}$  E. Mag.) from former position, and at a distance of about 4 miles and 3 cables  $231\frac{1}{2}^{\circ}$  (S.  $51\frac{1}{2}^{\circ}$  W. Mag.) from Prongs Light-house.

Lat.  $18^{\circ} 50' 00''$  N.

Long.  $72^{\circ} 44' 30''$  E.

*Description.*—As described in the Admiralty List of Lights, Part VI, 1920.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—List of Lights, Part VI, 1920.

Indian Light List, 38th Issue, 1919, No. 89.

West Coast of India Pilot, 1909, page 215. Revised Supplement (3), 1918.

*Authority.*—The Port Officer, Bombay, dated 5th January 1920.

*The 19th January 1920.*

NEW ZEALAND, SOUTH ISLAND.

*Hapuka Reef—Beacon removed; Buoy established.*

*No. 16 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2100 of 1919), are republished:—*

(a) Beacon removed:

*Position.*—Formerly marking Hapuka reef.

Lat.  $40^{\circ} 58' S.$ , long.  $173^{\circ} 05\frac{1}{2}' E.$

*Description.*—A beacon 12 feet high.

*Remarks.*—The abovementioned beacon is to be expunged from the charts.

(b) Buoy established:—

*Position (approximate).*—At a distance of  $1\frac{1}{2}$  cables,  $120^{\circ}$  (*S.  $76^{\circ}$  E. Mag.*), from the former position of the abovementioned beacon.

*Description.*—A red conical buoy.

*Variation.*— $16^{\circ}$  E.

*Chart affected.*—No. 2616, Cape Foulwind to D'Urville island; and plan of Torrent bay and Astrolabe road.

*Publications.*—New Zealand Pilot, 1908, page 193; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), page 286.

*Authority.*—Wellington Notice No. 55 of 1919. (*H. 8127/19.*)

JAPAN—KIUSIU, EAST COAST.

*I Saki Light—Alteration in position and characteristics.*

*No. 17 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2103 of 1919), are republished:—*

*New position.*—At a distance of  $1\frac{3}{4}$  cables,  $143^{\circ}$  (*S.  $33^{\circ}$  E. Mag.*), from former position.

Lat.  $31^{\circ} 33\frac{1}{4}' N.$ , long.  $131^{\circ} 23\frac{1}{4}' E.$

*New abridged description.*—Lt. F., W. R., 133 ft. vis. 8, 6 m.

Characteristics:

*Character.*—A fixed light with white and red sectors.

*Elevation.*—133 feet.

*Visibility.*—White light, 8 miles; red light, 6 miles.

*Sectors.*—Red from  $191^{\circ}$  (*S.  $15^{\circ}$  W. Mag.*) to  $257^{\circ}$  (*S.  $81^{\circ}$  W. Mag.*).

White thence to  $275^{\circ}$  (*N.  $81^{\circ}$  W. Mag.*).

Red thence to  $6^{\circ}$  (*N.  $10^{\circ}$  E. Mag.*).

Obscured elsewhere.

*Note.*—In other respects the light is unaltered.

*Variation.*— $4^{\circ}$  W.

*Chart affected.*—No. 626, Plan of Aburatsu harbour.

*Publications.*—List of Lights, Part VI, 1919, No. 1866.

Japan Pilot, 1914, page 91. Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 284 of 1919. (*H.* 8179/19.)

### BORNEO, SOUTH-EAST COAST.

#### *Pulo Laut Strait—Existence of a Shoal.*

*No. 18 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1919), are republished:—

*Position.*—At a distance of 6 cables,  $81^{\circ}$  (*N.  $79^{\circ}$  E. Mag.*), from the rear leading light on the south-eastern part of Suangi island.

Lat.  $3^{\circ} 26\frac{1}{2}'$  S., long.  $116^{\circ} 01\frac{1}{2}'$  E.

*Depth.*— $2\frac{1}{2}$  fathoms, stones.

*Remarks.*—The shoal has a diameter of about 25 yards.

*Variation.*— $2^{\circ}$  E.

*Chart affected.*—No. 2662, Plan of Pulo Laut strait.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 349.

*Authority.*—Hague Notice No. 2036 of 1919. (*H.* 7816/19.)

### PERSIAN GULF.

#### *Gap Island—Amended position of a rocky patch.*

*No. 19 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M. of 1920), are republished:—

*Amended position.*—At a distance of about 3 cables  $135^{\circ}$  (*S.  $47^{\circ}$  E. Mag.*) from the charted position and at a distance of about cables  $345^{\circ}$  (*N.  $17^{\circ}$  W. Mag.*) from the Little Quoin Island.

Lat.  $26^{\circ} 29' 17''$  N., Long.  $56^{\circ} 32' 22''$  E.

*Details.*—The small rocky patch which lies to the southward of the Gap Island has now been reported to exist correctly in the above position.

The patch is about 40 yards in extent with a least depth of 9 feet rocky bottom and has 20 fathoms all round.

*Note.*—The shoal is not visible to the eye.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 753 Entrance to the Persian Gulf.  
„ 2837a Persian Gulf, Eastern Sheet.

*Publication.*—Persian Gulf Pilot, 1915, page 67.

*Authority.*—Commanding Officer, R. I. M. S. *Nearchus*, dated at Bander Abbas, 8th December 1919.

## PERSIAN GULF.

*Henjam Sound—Gas Buoy not burning.*

*No. 20 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1920), are republished :—

*Position.*—At a distance of about 5½ cables, 196° (S. 14° W. Mag.) from Ras Khargu ▲ in 4½ fathoms.  
Lat. 26° 41½' N., Long. 55° 55½' E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light, is not burning.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam Sound.

„ 753, Entrance to the Persian Gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.

Indian Light List, 38th Issue, 1919, No. 39.

*Authority.*—The Naval Transport Officer, Henjam, dated 1st January 1920.

## BAY OF BENGAL.

## BURMA COAST.

*Rangoon river entrance—Pilot brig “Kyauktan” relieved by dredger “Pelican”.*

*No. 21 (third publication).*—

*Subject.*—On the 17th January 1920 or as soon after as weather permits, the pilot brig *Kyauktan* will be relieved on the pilot station by the twin-screw steam dredger *Pelican*.

The dredger is double funnelled, painted grey with the words “Pilot vessel” in large white letters on each side and has a signal mast forward.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point, including Gulf of Martaban

„ 830, Bassein river to Pulo Penang.

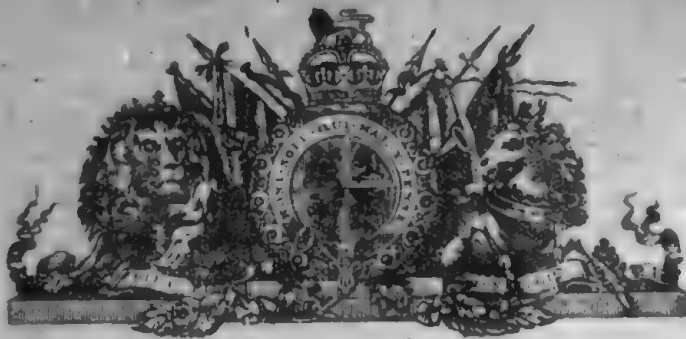
*Publication.*—Bay of Bengal Pilot, 1910, page 458.

*Authority.*—Deputy Conservator, Port of Rangoon, Notice, dated 5th January 1920.

W. K. THYNE, COMDR., R.I.M.,

Acting Port Officer of Calcutta.





# The Calcutta Gazette

WEDNESDAY, FEBRUARY 18, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 9th February 1920.

### RED SEA—EASTERN SHORE.

*Isa Bay—Amendments to charts with regard to depths.*

*No. 36 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2247 of 1919), are republished:—

*Position.*—Ras Isa, lat.  $15^{\circ} 11\frac{1}{2}'$  N., long.  $42^{\circ} 39'$  E.

*Details.*—The accompanying reproductions of portions of charts Nos. 143 and 8d show necessary amendments to the charts with regard to depths in Isa bay.

*Charts affected.*—No. 143, Jebel Teir to Perim island.

„ 8d, Red Sea—sheet 4.

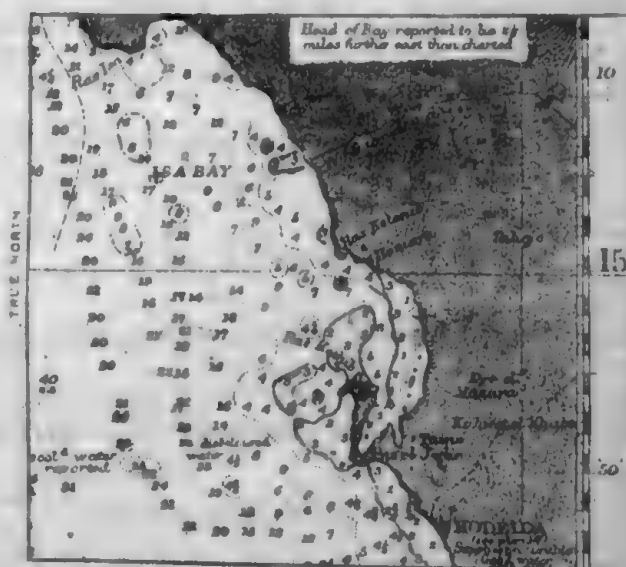
*Publications.*—Red Sea and Gulf of Aden Pilot, 1909, page 388; Revised Supplement (3), 1917.

*Authority.*—Egypt Squadron Notice No. 21 of 1919. (H. 3507-19.)



Reproduction of Portion of Chart N° 143

0 5 10 Sea Miles.



Reproduction of Portion of Chart N° 84

## BORNEO, SOUTH COAST.

*Barito River Entrance—Alterations in Lighting.*

No. 37 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2248 of 1919), are republished:—

*Position.*—Tanjong Burung, lat.  $3^{\circ} 33' S$ , long.  $114^{\circ} 30' E$ .

**Details.**—The position of the light-buoy at the entrance to the river has been altered.

A new light-buoy has been established on the western side of the channel.

The two light-beacons formerly situated on the western side of the channel off Tanjong Burung have been discontinued.

The necessary correction to the charts is shown on the accompanying reproduction of a portion of chart No. 3029.

**Charts affected.**—No. 3029, Tanjong Selatan to Tanjong Malatayur.  
" 941b, Eastern Archipelago—sheet II.

**Publications.**—List of Lights, Part VI, 1919, Nos. 1077, 1078.

Eastern Archipelago Pilot, Part II, 1913, pages 333, 334; Revised Supplement (2), 1918.

**Authority.**—Hague Notices Nos. 2281 and 2478 of 1919. (H. 8505-19.)



Reproduction of Portion of Chart No. 3029.

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### *Auckland Harbour Approach—Anchorage for Vessels carrying Explosives.*

**No. 38 (first publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2251 of 1919), are republished :—

**Position.**—Motukorea (Brown's island) summit, lat.  $36^{\circ} 49' S.$ , long.  $174^{\circ} 53' E.$

The anchorages for vessels carrying explosives are bounded as follows :—

1. (a) *On the North-East.*—By a line drawn from Emu point to the south-western point of Motu-ihi (Taylor island).
- (b) *On the South-East.*—By a line drawn from the south-western point of Motu-ihi to the northern extreme of the point situated about one mile south-eastward of Motukorea summit.
- (c) *On the West.*—By a line drawn from the western extreme of Motukorea to a point at a distance of  $8\frac{1}{2}$  cables,  $264^{\circ} (S. 69^{\circ} W. Mag.)$ , from Emu point.
- (d) *On the North.*—By a line drawn from the northern point of limit (c) to Emu point.

2. (a) *On the North*.—By a line drawn from a point at a distance of 14 cables,  $220^{\circ}$  (*S.  $25^{\circ}$  W. Mag.*), from the summit of Motukorea to the northern extreme of the point situated at a distance of about one mile south-eastward from the summit of Motukorea.

(b) *On the South*.—By a line parallel to and 4 cables southward from limit (a).

*Remarks*.—The following notes are to be placed on the charts in the foregoing areas :—

1. "*Explosives Anchorage*."
2. "*Explosives Anchorage for small craft*."

*Variation*.— $15^{\circ}$  E.

*Chart affected*.—No. 1896, Entrances to Auckland harbour.

*Publications*.—New Zealand Pilot, 1908, page 43.

New Zealand Pilot, 1919 (*in press*), page 201.

*Authority*.—Marine Department, Wellington (N.Z.). (*H. 9113-19.*)

#### SUMATRA, WEST COAST—SIMALUR ISLAND.

##### *Sinabang Bay—Existence of a Reef.*

*No. 39 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2296 of 1919), are republished :—

*Position*.—At a distance of  $2\frac{1}{2}$  cables,  $188^{\circ}$  (*S.  $8^{\circ}$  W. Mag.*), from Tanjong Laband light.  
Lat.  $2^{\circ} 29'$  N., long.  $96^{\circ} 24'$  E.

*Depth*.—2 fathoms.

*Variation*.—Nil.

*Charts affected*.—No. 2284, Plan of Sinabang bay.

„ 2201, Plan of Simalur island or Pulo Babi.

*Publication*.—China Sea Pilot, Vol. I, 1916, page 412.

*Authority*.—Hague Notice No. 2477 of 1919. (*H. 9140-19.*)

#### NEW ZEALAND—SOUTH ISLAND.

##### *Otago Harbour, North Mole—Light destroyed.*

*No. 40 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2297 of 1919), are republished :—

*Position*.—At extremity of Otago North mole.  
Lat.  $45^{\circ} 46\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Description*.—A fixed green light.

*Remarks*.—The light has been destroyed and is to be expunged from the charts.

*Charts affected*.—No. 2411, Otago harbour, with plan of entrance to Otago harbour.

„ 2533, Otago to Mataura river.

„ 2532, Banks peninsula to Otago.

*Publications*.—List of lights, Part VI, 1919, No. 3041.

New Zealand Pilot, 1908, page 253; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), page 362.

*Authority*.—Wellington (N.Z.) Notice No. 63 of 1919. (*H. 9081-19.*)

KOREA—SOUTH-EAST COAST.

*Fusan Harbour—Non-existence of Pier and Light-Beacon.*

*No. 41 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2307 of 1919), are republished:—

*Position.*—At a distance of about 2½ cables south-westward of Pier No. 1 at Sorio.

Lat. 35° 06' N., long. 129° 02½' E.

*Details.*—Information has been received that the small pier in the above position, together with the light-post carrying two fixed white and red lights at the pier-head, are non-existent; the pier and the lights are accordingly to be expunged from the charts.

*Charts affected.*—No. 1259, Fusan harbour.

„ 3666, Fusan harbour to Chukupen bay.

„ 3366, Fusan harbour to Port Hamilton.

*Publications.*—List of lights, Part VI, 1919, No. 1785.  
E.C. Korea, etc., Pilot, 1913, page 78.

*Authority.*—Tokyo Notice No. 333 of 1919. (H. 9073-19.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Cape Bowling Green Light—Intended alteration in character—Signal Station to be discontinued.*

*No. 42 (first publication).—*

*Subject.*—The Revolving White Light on Cape Bowling Green will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 1st May 1920.

*Position.*—On the Sand Ridge, near north extremity of the Cape.  
Lat. 19° 20' S., long. 147° 26' E., on Chart No. 348.

*Details.*—The Revolving White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
½ sec.	1 sec.	½ sec.	1 sec.	½ sec.	1 sec.	½ sec.	15 secs.

*Visibility.*—14 miles.

*Power.*—5,000 candles.

*Remarks.*—The light will be unwatched. The Signal Station will be discontinued, and the lightkeepers withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 348, Whitsunday island to Magnetic island.  
„ 2763, Coral sea and Great Barrier reefs, sheet 1.  
„ 2759a, Australia, northern portion.  
„ 780, Pacific ocean, south-west sheet.

*Publications.*—List of lights and time signals, Part VI, 1919, No. 2696.

Australia Pilot, Vol. IV, 1917, page 158.

*Authority.*—Melbourne Notice No. 13 of 1919.



*The 2nd February 1920.*

### MADAGASCAR, EAST COAST.

#### *Vohemar Point—Shoal reported southward of.*

*No. 31 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2215 of 1919), are re-published :—

*Position.*—At a distance of about 15 miles southward of Vohemar point.

Lat.  $13^{\circ} 37'$  S., long.  $50^{\circ} 06'$  E.

*Details.*—A vessel is reported to have struck on a shoal in the vicinity of the position given above. The depth on the shoal is not stated.

*Note.*—The shoal is to be indicated on the charts by the symbol for a rock with a depth of less than 6 feet and marked "*Reported (1919) P.D.*"

*Charts affected.*—No. 758, Cape St. Andrew to Antongil bay.

" 2899, Chagos archipelago to Madagascar.

" 597, Delagoa bay to Cape Guardafui.

*Publication.*—South Indian Ocean Pilot, 1911, page 255.

*Authority.*—Journal Officiel de Madagascar. (*H. 4152/19.*)

### RED SEA, EASTERN SHORE.

#### *Ras el Askar to Loheiya—Information with regard to buoys and beacons.*

*No. 32 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2216 of 1919), are re-published :—

#### (i) Buoy established :

*Position (approximate).*—On north-eastern side of Katat el Awwal and at a distance of  $4\frac{1}{2}$  miles,  $331^{\circ}$  (N.  $29^{\circ}$  W. *Mag.*), from the north-western extreme of Jinnabiyat island.

*Description.*—A black and white spherical buoy with staff.

#### (ii) Beacons and buoys disappeared :

(a) *Position.*—At a distance of about 3 miles eastward from eastern point of Surrein island.

Lat.  $19^{\circ} 38'$  N., long.  $40^{\circ} 41\frac{1}{4}'$  E.

*Description.*—A beacon with circular topmark.

(b) *Position.*—At a distance of about  $6\frac{1}{4}$  miles northward from eastern point of Surrein island.

Lat.  $19^{\circ} 43'$  N., long.  $40^{\circ} 38\frac{1}{4}'$  E.

*Description.*—A beacon with triangular topmark.

*Note.*—The buoy shown on the charts close westward from the above beacon has also disappeared.

(c) *Position.*—At a distance of about 7 miles south-eastward from southern point of Abulat island.

Lat.  $19^{\circ} 53\frac{1}{4}'$  N., long.  $40^{\circ} 15\frac{1}{4}'$  E.

*Description.*—A beacon with triangular topmark.

(d) *Position.*—At a distance of about  $4\frac{1}{4}$  cables eastward from eastern point of Urmek island.

Lat.  $15^{\circ} 37\frac{1}{4}'$  N., long.  $42^{\circ} 37\frac{1}{4}'$  E.

*Description.*—A black and red conical buoy.

(e) *Position.*—Lat.  $18^{\circ} 23\frac{1}{4}'$  N., long.  $41^{\circ} 24'$  E.

*Description.*—A buoy with topmark.

*Note.*—The above beacons and buoys are to be expunged from the charts.

*Variation.*—Nil.

*Charts affected.*—No. 14, Plan of approaches to Ras el Askar.  
 „ 8c, Red sea—sheet 3.  
 „ 8d, Red sea—sheet 4, with plan of Lobeiya.  
 „ 2523, Red sea.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 340.

*Authority.*—Egypt Squadron, Notices Nos. 13 and 25 of 1919, and H.M. Surveying Vessel *Mertin* Hyd. Note No. 4 of 1919. (*H.* 3297, 3884 & 5235/19.)

### AFRICA, EAST COAST.

*Tanga approach—Buoys disappeared.*

*No. 33 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2233 of 1919), are republished:—

1. *Position.*—On eastern side of entrance to ship channel.  
 Lat.  $5^{\circ} 03\frac{1}{2}'$  S., long.  $39^{\circ} 13\frac{1}{2}'$  E.

*Description.*—A red conical buoy with topmark.

2. *Position.*—Marking north-eastern edge of Niule reef.

*Description.*—A black conical buoy with topmark

3. *Position.*—Marking northern side of Dixon bank.

*Description.*—A black and white vertically striped buoy with topmark.

*Remarks.*—The above three buoys, which have disappeared, are to be expunged from the charts, together with the cautionary note on the subject.

*Charts affected.*—No. 663, Mansa and Tanga bays.

„ 1390, Chale point to Pangani.

„ 664, Zanzibar to Malindi.

*Publication.*—Africa Pilot, Part III, 1915, page 451, Revised Supplement (2), 1919.

*Authority.*—Messrs. Thos. & Jas. Harrison, Liverpool. (*H.* 9084/19).

### RED SEA, EASTERN SHORE.

*Hodeida Road—Lights extinguished; Buoy established.*

*No. 34 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2234 of 1919), are republished:—

1. Lights extinguished:

*Position.*—On inner end of each projecting mole off the boat harbour not shown on chart.

Lat.  $14^{\circ} 47'$  N., long.  $42^{\circ} 55\frac{1}{2}'$  E.

*Description.*—Two white fixed lights.

*Remarks.*—The note “(White harbour lights)” is to be expunged from the chart.

2. Buoy established:

*Position (approximate).*—Marking southern edge of reefs off Fishing point, and at a distance of 2 miles,  $270^{\circ}$  (*West Mag.*), from Minaret (tall spire).

*Description.*—A buoy painted in red and white horizontal stripes with triangular topmark.

*Variation.*—Nil.

*Chart affected.*—No. 14, Plan of Hodeida road.

*Publications.*—List of Lights, Part V, 1919, No. 2199.  
Red Sea and Gulf of Aden Pilot, 1909, page 389,  
Revised Supplement (3), 1917.

*Authority.*—H. M. S. *Espiegle*, Hydrographic Note No. 1 of 1919.  
(H. 8472/19.)

### PERSIAN GULF.

*Henjam Sound*—Gas buoy relit.

*No. 35 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 8M. of 1920), are republished :—

*Former Notice.*—No. 3-M of 1920. (*This Office No. 20 of 1920.*)

*Position.*—At a distance of about 5½ cables 196° (S. 14° W. Mag.) from Ras Khargu ▲.

Lat. 26° 41' N.

Long. 55° 55½' E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light has now been relit.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam sound.

„ 753, Entrance to the Persian gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.  
Indian Light List, 38th Issue, 1919, No. 39.

*Authority.*—The Naval Transport Officer, Henjam, dated 15th January 1920.

W. K. THYNE, COMDR., R.I.M.

Deputy Port Officer of Calcutta.

The 24th January 1920.

### SUMATRA. WEST COAST.

(1) *Kru Road*—Existence of reefs.

(2) *Kawur*—Reefs south-eastward of.

*No. 22 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2157 of 1919), are republished :—

#### (1) *Kru Road.*

(a) *Position.*—At a distance of 3½ miles, 106° (S. 74° E. Mag.), from Pulo Pisang Kru lighthouse.  
Lat. 5° 09½' S., long. 103° 55' E.

*Depth*—2 fathoms.

(b) *Position (approximate).*—At a distance of 4½ miles, 158° (S. 22° E. Mag.), from Pulo Pisang Kru lighthouse.

*Depth.*—2 fathoms.

#### (2) *Kawur.*

(a) *Position.*—Lat. 4° 55' 50" S., long. 103° 31' 15" E., on chart No. 2761.  
*Depth.*—3 fathoms.

(b) *Position.*—Lat. 4° 57' 00" S., long. 103° 33' 00" E., on chart No. 2761.  
*Depth.*—4½ fathoms.

*Variation.*—Nil.

*Charts affected.*—No. 866, Plan of Pulo Pisang harbour and Kru road.  
 „ 2761, Chingkuk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 400 and 401.

*Authority.*—Hague Notices Nos. 2033 and 2034 of 1919. (*H.* 7813 & 7814-19.)

#### PHILIPPINE ISLANDS—SEBU, WEST COAST.

*Tangil Point—Light established.*

*No. 23 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2180 of 1919), are republished:—

*Position.*—On Tangil point.

Lat.  $10^{\circ} 04' 30''$  N., long.  $123^{\circ} 26' 40''$  E., on chart No. 2578.

*Abridged description.*—Lt. F., Red. 32 ft. vis. 7 m.

*Characteristics:*

*Character.*—A fixed red light.

*Elevation.*—32 feet.

*Visibility.*—7 miles.

*Structure.*—A white concrete pillar. 29 feet in height.

*Charts affected.*—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1919, No. 1184a.

Eastern Archipelago Pilot, Part I, 1911, page 386.

*Authority.*—U.S.A. Hyd. Office Notice No. 3724 of 1919. (*H.* 8859-19.)

#### JAPAN—HONSHŪ, WEST COAST.

*Sakata Light—Alteration in characteristics.*

*No. 24 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2185 of 1919), are republished:—

*Position.*—On southern side of entrance to Sakata harbour.

Lat.  $38^{\circ} 554'$  N., long.  $139^{\circ} 481'$  E.

*New abridged description.*—Lt. Occ., Red. ev. 5 sec., 54 ft., vis. 12 m.

*Details.*—The light has been altered from fixed white to *occulting red every five seconds*, thus:

Light	eclipse
3 secs.	2 secs.

*Elevation.*—54 feet.

*Visibility.*—12 miles.

*Power.*—300 candles.

*Charts affected.*—No. 3003, Ando zaki to Ōtose zaki, with plan of Sakata harbour.

„ 3409, Ishinomaki wan and Sakata ko to Tsuguru kaikyo.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

*Publications.*—List of Lights, Part VI, 1919, No. 2140.

Japan Pilot, 1914, page 652.

*Authority.*—Tokyo Notice No. 1110 of 1919. (*H.* 8842-19.)

## GULF OF ADEN.

*Jibuti—Time signal established.*

*No. 25 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2199 of 1919), are republished :—

*Position.*—Jibuti, lat.  $11^{\circ} 35'$  N., long.  $43^{\circ} 09'$  E.

*Details.*—A time signal has been established at Jibuti, as described in the following note, which is to be inserted on the chart :—

*"A Time Gun is fired daily at 8h. 00m. 00s. Mean Time Meridian of  $45^{\circ}$  E. from Greenwich, corresponding to 5h. 00m. 00s. G.M.T."*

*Chart affected.*—No. 253, Plan of Jibuti bay.

*Publications.*—List of Lights, Part VI, 1919, page 449.  
Red Sea and Gulf of Aden Pilot, 1909, page 430.

*Authority.*—Paris Notice No. 344 of 1919. (*H. 2116-19.*)

## JAVA. NORTH COAST.

*Semarang Bay—Information with regard to shoals.*

*No. 28 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2200 of 1919), are republished :—

## 1. Existence of shoal :

*Position.*—At a distance of  $2\frac{2}{10}$  miles,  $14^{\circ}$  (N.  $13^{\circ}$  E. *Mag.*), from Semarang lighthouse.

Lat.  $6^{\circ} 55'$  S., long.  $110^{\circ} 24\frac{1}{2}'$  E.

*Description.*—A 3-fathom shoal, about half a cable in extent.

*Remarks.*—A note "*Repd. (1919)*" is to be placed against this shoal on the charts.

## 2. Further details with regard to shoal :

*Former Notice.*—No. 1318 of 1919. (*This office No. 280 of 1919.*)

*Position.*—The northern end of the shoal is situated at a distance of  $2\frac{3}{10}$  miles,  $333^{\circ}$  (N.  $28^{\circ}$  W. *Mag.*), from Semarang lighthouse, and not  $2\frac{1}{10}$  miles,  $336^{\circ}$  (N.  $25^{\circ}$  W. *Mag.*), from the lighthouse, as stated in the former Notice.

*Details.*—This shoal, which has a least depth of  $2\frac{1}{2}$  fathoms, extends in a southerly direction for a distance of about  $2\frac{7}{10}$  cables from the above position. The shoal is about  $1\frac{4}{10}$  cables in width. The northern end of the shoal is marked by a white conical buoy with a red horizontal band and ball topmark.

*Variation.*— $1^{\circ}$  E.

*Charts affected.*—No. 932, Plan of Semarang bay.

, 1653, Island of Java—western portion.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 117.

*Authority.*—Hague Notice No. 2460 of 1919. (*H. 8989-19.*)



## JAPAN—INLAND SEA.

*Kobe Harbour—Amended special harbour signals.*

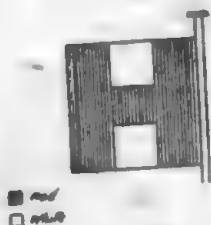
*No. 27 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2201 of 1919), are republished :—

The special signals for berthing vessels in Kobe harbour have been amended and are now as undermentioned :—

A. Flag below Harbour Master Flag—Anchor where convenient within No. 1 district.			
B.	"	"	Anchor where convenient within No. 2 district.
C.	"	"	Take up berth on the west side of No. 1 Customs pier.
D E.	"	"	Take up berth on the east side of No. 2 Customs pier.
EW.	"	"	Take up berth on the west side of No. 2 Customs pier.
F E.	"	"	Take up berth on the east side of No. 3 Customs pier.
GW.	"	"	Take up berth on the west side of No. 3 Customs pier.
H E.	"	"	Take up berth on the east side of No. 4 Customs pier.
IW.	"	"	Take up berth on the west side of No. 4 Customs pier.
M.	"	"	Take up berth at sea wall at the east of Kobe.
T.	"	"	Take up berth at Takahama sea wall.
W.	"	"	Take up berth at Wada pier

Government mooring-buoys are indicated by the number of the buoy in the International Code hoisted under the harbour master flag. Private company's buoys are indicated by the number of the buoy in the International Code hoisted under the company's flag.

The harbour master flag is as given below :—



*Publication.*—Japan Pilot, 1914, page 278 ; Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 226 of 1919. (H. 6368-19.)

## CHINA SEA—NEWCHWANG DISTRICT.

*Entrance to the Liao river. Bar signal station—System of signalling depths to be changed.*

*No. 28 (third publication).*—The Coast Inspector, Shanghai, has given notice (No. 692 of 1919), that on the reopening of the Liao River, about the 1st April 1920, the system of signals hitherto used at the Bar signal station

to indicate the depth of water on the Bar at the entrance to the river will be discontinued and the following new system adopted:—

### NEWCHWANG BAR SIGNALS.

DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.	DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.	DEPTH OF WATER ON BAR.	WEST YARD-ARM.	EAST YARD-ARM.
<i>Fect.</i>			<i>Fect.</i>			<i>Fect.</i>		
6			13			20		
7			14			21		
8			15			22		
9			16			23		
10			17			24		
11			18			25		
12			19			26		

A ball at the masthead indicates that the tide is rising.

### GULF OF ADEN—BRITISH SOMALILAND.

#### *Zeila Roadstead—Decreased depth reported.*

No. 29 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 4M. of 1920), are republished:—

*Position.*—At a distance of about 8½ miles 144° (S. 36° E. Mag.) from the beacon on Aibat Island:—

Lat. 11° 24' N.

Long. 43° 33' E., on chart No. 253.

*Details.*—The Master of SS. "Falcon" reports a decreased depth of 7 feet in the above position: and that considerably less water exists on the shoal lying between Zeila Town and Sengull Shoal than is shown on chart No. 919.

*Variation.*—Nil.

*Charts affected.*—No. 919. Zeila Roadstead.

" 253. Jebel Jan to Shab Kulangarit

" 8c. Red Sea, Sheet V.

" 6b. Gulf of Aden, Western portion.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 436.

*Authority.*—The Port Officer, Aden, dated 15th December 1919.

## INDIA—WEST COAST.

*Bombay Harbour approaches—Alteration in position of light-vessel.*

No. 30 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1920), are republished:—

*Former Notice.*—Admiralty No. 1150 of 1919. (*This office No. 103 of 1919.*)

*New position.*—At a distance of about 7 cables  $43\frac{1}{2}^{\circ}$  (N.  $43\frac{1}{2}^{\circ}$  E. Mag.) from former position, and at a distance of about 4 miles and 3 cables  $231\frac{1}{2}^{\circ}$  (S.  $51\frac{1}{2}^{\circ}$  W. Mag.) from Prongs Light-house.

Lat:  $18^{\circ} 50' 00''$  N.

Long.  $72^{\circ} 44' 30''$  E.

*Description.*—As described in the Admiralty List of Lights, Part VI, 1920.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—List of Lights, Part VI, 1920.

Indian Light List, 38th Issue, 1919, No. 89.

West Coast of India Pilot, 1909, page 215, Revised Supplement (3), 1918.

*Authority.*—The Port Officer, Bombay, dated 5th January 1920.

W. K. THYNE, COMDR., R.I.M.,

*Acting Port Officer, Calcutta.*



# The Calcutta Gazette

WEDNESDAY, FEBRUARY 25, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY.

*Secy. to the Govt. of Bengal.*

CALCUTTA, the 16th February 1920.

### BRITISH POSSESSIONS.

*Caution when approaching British Ports.*

No. 43 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1920), are republished :—

#### PART I.

##### CLOSING OF PORTS.

Former Notice.—No. 1520 of 1919 (this office No. 311 of 1919) hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, referred to in Part III of this Notice, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three **red** vertical lights by night, or three **red** vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some of the ports or localities at home or abroad referred to in Part I of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

## PART II.

### EXAMINATION SERVICE.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad referred to in Part III of this Notice.

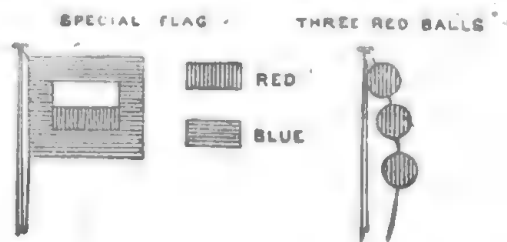
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to bring to at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all-round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

**By night** the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal: "What ship is that?"

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.



(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

### PART III.

#### PORTS OR LOCALITIES REFERRED TO.

##### *United Kingdom.*

Alderney.	Guernsey.	Queenstown.
Barrow.	Hartlepool.	River Humber.
Barry.	Harwich.	" Mersey.
Belfast.	Jersey.	" Tay.
Berehaven.	Lerwick.	" Tees.
Blyth.	Lough Swilly.	" Thames.
Clyde.	Milford Haven.	" Tyne.
Cromarty.	Newhaven.	Scapa Flow.
Dover.	Plymouth.	Sheerness.
Falmouth.	Portland.	Sunderland.
Firth of Forth.	Portsmouth.	

##### *Canada.*

Esquimaux.	Halifax.	Quebec.
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##### *Mediterranean.*

Gibraltar.	Malta.
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##### *Indian Ocean.*

Aden.	Colombo.	Mauritius.
Bombay.	Karachi.	Rangoon.
Calcutta.	Madras.	

##### *China Sea.*

Hong Kong.	Singapore.
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##### *Africa.*

Durban.	Simons bay.
Sierra Leone.	Table bay.

##### *Australia.*

Adelaide.	Melbourne.	Sydney.
Brisbane.	Newcastle.	Thursday island.
Fremantle.		

##### *Tasmania.*

Hobart.

##### *New Zealand.*

Auckland.	Port Lyttelton.
Otago.	Wellington.

##### *West Indies.*

Bermuda.	Port Royal, Jamaica.
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### PART IV.

#### MINE-SWEEPING OPERATIONS.

Notice is hereby given that, under the Defence of the Realm Regulations the following orders have been made by the Lords Commissioners of the Admiralty, and are now in force.

H. M. Vessels engaged in mine sweeping operations off the coasts of the United Kingdom are hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass inside these distances or between the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

#### 1. SIGNALS THAT WILL BE SHOWN BY DAY.

##### (a) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yard arm or where they can best be seen.

Vessels showing this signal are not to be approached nearer than 300 yards.

##### (b) By vessels working in pairs:

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels are not to pass within a distance of 400 yards astern of a single pair of sweepers, or when more than one pair are working in company within a distance of 400 yards astern of rear pair. They are on no account to attempt to pass between pairs working in company.

#### 2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in place of the black balls.

#### CAUTION.

Part IV of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm Regulations and failure to comply with the orders contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

#### Note.

This Notice is a revision of Notice No. 1520 of 1919. (This office No. 311 of 1919.)

*Authority.*—The Lords Commissioners of the Admiralty. (H. 8561-19.)

#### AUSTRALIA—NORTH COAST

##### *Port Darwin—Rocks reported; Caution.*

*No. 44 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 15 of 1920), are republished:—

- (a) *Position.*—At a distance of  $6\frac{2}{3}$  cables,  $48^\circ$  (N.  $45^\circ$  E. Mag.), from the northern extremity of Talc head.

Talc head, lat.  $12^\circ 28\frac{1}{2}'$  S., long.  $130^\circ 46\frac{1}{2}'$  E.

*Description.*—A 3-fathom patch.

- (b) *Position.*—At a distance of 7 cables,  $89^\circ$  (N.  $86^\circ$  E. Mag.), from the northern extremity of Talc head.

*Description.*—A coral rock, which dries 3 feet at low water.

(c) *Position*.—At a distance of  $9\frac{2}{10}$  cables,  $140^{\circ}$  (*S.  $43^{\circ}$  E. Mag.*) from the northern extremity of Tale head.

*Description*.—A coral rock, which dries 5 feet at low water.

*Caution*.—The following cautionary note is to be inserted on chart No. 925 :—

*"This survey not having been made in great detail this chart should be used with caution."*

*Variation*.— $3^{\circ}$  E.

*Charts affected*.—No. 925, Port Darwin.

„ 613, Melville island, with Dundas and Clarence straits.

*Publication*.—Australia Pilot, Vol. V., 1914, page 116.

*Authority*.—Navy Office, Melbourne. (*H. 9372-19*)

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#### CHINA SEA—PESCADORES ISLANDS, PONGHAU HARBOUR APPROACH.

*Tablet Island—Obstruction southward of, removed.*

*No. 45 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 16 of 1920), are republished :—

*Former Notice*.—No. 696 of 1919. (*This office No. 146 of 1919.*)

*Position*.—Lat.  $23^{\circ} 29\frac{1}{2}'$  N., long.  $119^{\circ} 31'$  E.

*Details*.—The obstruction formerly situated about 8 cables southward from Tablet island, together with the red buoys marking the northern and western corners, has been removed and is to be expunged from the charts.

*Charts affected*.—No. 1338, Pescadores islands—Inner anchorages.

„ 1961, Pescadores islands.

„ 1760, The Brothers to Ocksen islands.

*Description*.—China Sea Pilot, Vol. V., 1912, page 127.

*Authority*.—Tokyo Notice No. 336 of 1919. (*H. 9071-19.*)

#### MALACCA STRAIT--DINDING CHANNEL, SOUTHERN APPROACH.

*Pulo Katak Light—Alteration in Characteristics.*

*No. 46 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 28 of 1920), are republished :—

*Position*.—Lat.  $4^{\circ} 09\frac{1}{4}'$  N., long.  $100^{\circ} 36\frac{1}{4}'$  E.

*New abridged description*.—Lt. Gp. Occ. (2), ev. 30 sec. 90 ft. vis. 10 m.

*Details*.—The fixed white light has been replaced by a light having the undermentioned characteristics :—

*Character*.—A group occulting white light showing two eclipses every thirty seconds.

*Elevation*.—90 feet.

*Visibility*.—10 miles.

*Structure*.—White brick tower 30 feet in height.

*Charts affected.*—No. 792, Dinding islands and channel.  
 „ 1009, Approaches to Perak river.  
 „ 793, Butang group to Pulo Berhala.  
 „ 1355, Malacca strait.  
 „ 2760, Aceh head to Chingkuk bay.

*Publications.*—List of Lights, Part VI, 1919, No. 748.  
 China Sea Pilot, Vol. I, 1916, page 198.

*Authority.*—Harbour Master, Perak. (H. 9494-19.)

#### AUSTRALIA—EAST COAST.

*Warden Head Light.*—Intended alteration in character.  
*Signal Station to be discontinued.*

*No. 47 (first publication).*—

*Subject.*—The Fixed White Light on Warden head will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 15th May 1920.

*Position.*—Lat. 35° 22' S., long. 150° 31' E. on Chart No. 1018.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—15 miles.

*Power.*—1,500 candles.

*Remarks.*—The Light will be unwatched. The Signal Station will be discontinued, and the Lightkeeper withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1018, Montagu island to Beecroft head.

„ 1211, Gabo island to Port Jackson.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2514.

Australia Pilot, Vol. II, 1918, page 461.

*Authority.*—Melbourne Notice No. 2 of 1920.

#### SOUTH AUSTRALIA—DENIAL BAY.

*Thevenard harbour entrance.*—Channel dredged.

*No. 48 (first publication).*—The President of the Marine Board, Port Adelaide, has given notice (No. 4 of 1919) that a channel 150 feet wide has been dredged, giving a depth at L.W.S.T. of 24 feet commencing at a point

about 4½ cables E.S.E. of Bird Rock and extending northerly towards Cape Thevenard on a bearing of  $6^{\circ} 45'$  (N.  $3^{\circ} 35'$  E. *Mag.*). It is marked by four blind piles, unpainted, driven in a straight line about 40 feet from western edge of cutting and distant from each other about 5 cables.

*Approximate position of entrance to the channel.*—Lat.  $32^{\circ} 11'$  S., long.  $133^{\circ} 37' 40''$  E.

This affects Admiralty Chart No. 1061.

*Publications.*—Australia Directory, Vol. I (1907, pp. 151, 152, and Australia Pilot, Vol. I (1918), p. 108.

#### SOUTH AUSTRALIA—SPENCER GULF.

##### *Port Broughton—Light established.*

*No. 49 (first publication).*—The President of the Marine Board, Port Adelaide, has given notice (No. 7 of 1919) that on and after the night of December 10th, 1919, an unwatched White "Aga" Light, flashing 40 times per minute, and showing over an arc of  $90^{\circ}$  from  $55^{\circ} 10'$  (N.  $50^{\circ} 30'$  E. *Mag.*) to  $145^{\circ} 10'$  (S.  $39^{\circ} 30'$  E. *Mag.*) will be exhibited from an open ironwork tower, painted white, on a timber pile structure placed in 14 feet at L.W.O.S.T., one cable seaward from the existing No. 1 Red Beacon, and in line with that Beacon and No. 2 Red Beacon.

The focal plane of the Light is 20 feet above high water, and it should be visible nine miles in clear weather.

*Approximate position.*—Lat.  $33^{\circ} 33'$  S., long.  $137^{\circ} 52'$  E.

This affects Admiralty Charts Nos. 404 and 2389, and the survey of Port Broughton, dated March, 1914.

*Publications.*—Australia Directory (1907), Vol. I, page 256, and Australia Pilot (1918), Vol. I, page 218.

*The 9th February 1920.*

#### RED SEA—EASTERN SHORE.

##### *Isa Bay—Amendments to charts with regard to depths.*

*No. 36 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2247 of 1919), are republished:—

*Position.*—Ras Isa, lat.  $15^{\circ} 11\frac{1}{2}'$  N., long.  $42^{\circ} 39'$  E.

*Details.*—The accompanying reproductions of portions of charts Nos. 143 and 8d show necessary amendments to the charts with regard to depths in Isa bay.

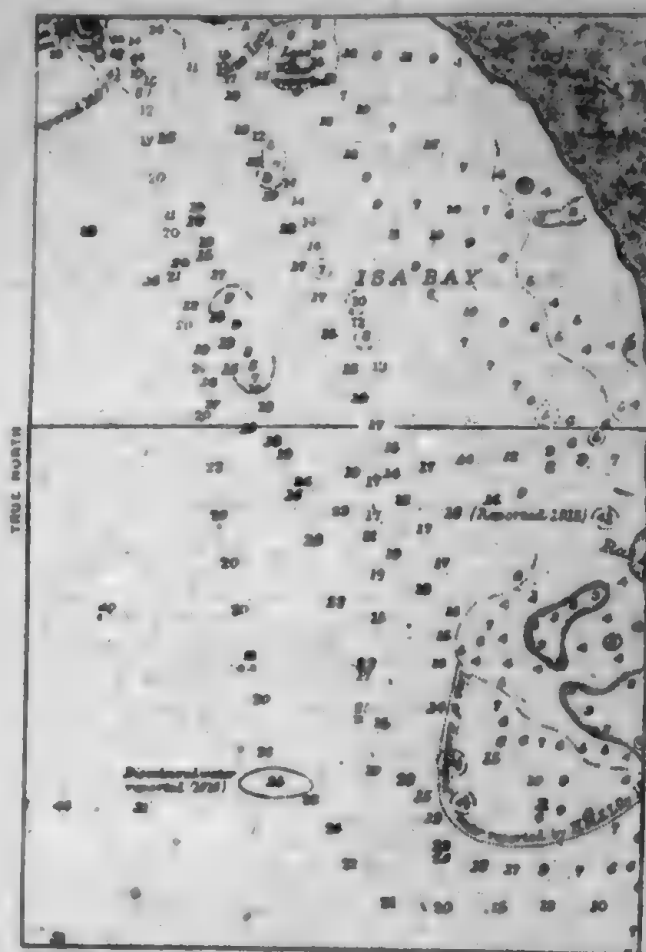
*Charts affected.*—No. 143, Jebel Teir to Perim island.

„ 8d, Red Sea—sheet 4.

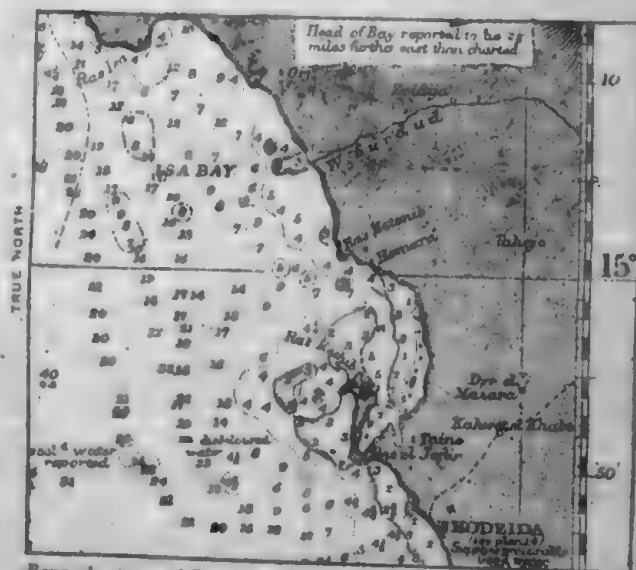
*Publications.*—Red Sea and Gulf of Aden Pilot, 1909, page 388; Revised Supplement (3), 1917.

*Authority.*—Egypt Squadron Notice No. 21 of 1919. (H. 3507-19.)





Reproduction of Portion of Chart N° 143



Reproduction of Portion of Chart No 84

BORNEO, SOUTH COAST.

*Barito River Entrance—Alterations in Lighting.*

*No. 37 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2248 of 1919), are republished:—

*Position.*—Tanjong Burung, lat.  $3^{\circ} 33' S.$ , long.  $114^{\circ} 30' E.$

*Details.*—The position of the light-buoy at the entrance to the river has been altered.

A new light-buoy has been established on the western side of the channel.

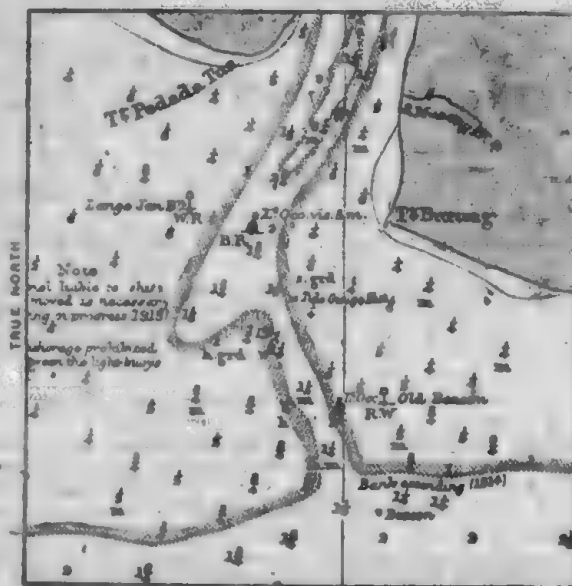
The two light-beacons formerly situated on the western side of the channel off Tanjong Burung have been discontinued.

The necessary correction to the charts is shown on the accompanying reproduction of a portion of chart No. 3029.

*Charts affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur. 941b, Eastern Archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1919, Nos. 1077, 1078. Eastern Archipelago Pilot, Part II, 1913, pages 333, 334; Revised Supplement (2), 1918.

*Authority.*—Hague Notices Nos. 2281 and 2478 of 1919. (H. 8505-19.)



Reproduction of Portion of Chart No. 3029.

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### *Auckland Harbour Approach—Anchorage for Vessels carrying Explosives.*

*No. 38 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2251 of 1919), are republished:—

*Position.*—Motukorea (Brown's island) summit, lat.  $36^{\circ} 49\frac{1}{2}'$  S., long.  $174^{\circ} 53\frac{1}{2}'$  E.

The anchorages for vessels carrying explosives are bounded as follows:—

1. (a) *On the North-East.*—By a line drawn from Emu point to the south-western point of Motu-ihi (Taylor island).
- (b) *On the South-East.*—By a line drawn from the south-western point of Motu-ihi to the northern extreme of the point situated about one mile south-eastward of Motukorea summit.
- (c) *On the West.*—By a line drawn from the western extreme of Motukorea to a point at a distance of  $8\frac{1}{2}$  cables,  $264^{\circ}$  (S.  $69^{\circ}$  W. Mag.), from Emu point.
- (d) *On the North.*—By a line drawn from the northern point of limit (c) to Emu point.

2. (a) *On the North*.—By a line drawn from a point at a distance of 14 cables,  $220^{\circ}$  (*S.  $25^{\circ}$  W. Mag.*), from the summit of Motukorea to the northern extreme of the point situated at a distance of about one mile south-eastward from the summit of Motukorea.

(b) *On the South*.—By a line parallel to and 4 cables southward from limit (a).

*Remarks*.—The following notes are to be placed on the charts in the foregoing areas:—

1. "*Explosives Anchorage*."
2. "*Explosives Anchorage for small craft*."

*Variation*.— $15^{\circ}$  E.

*Chart affected*.—No. 1896, Entrances to Auckland harbour.

*Publications*.—New Zealand Pilot, 1908, page 43.

New Zealand Pilot, 1919 (*in press*), page 201

*Authority*.—Marine Department, Wellington (N.Z.) (*H. 9113-19.*)

#### SUMATRA, WEST COAST—SIMALUR ISLAND.

##### *Sinabang Bay—Existence of a Reef.*

*No. 39 (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2296 of 1919), are republished:—

*Position*.—At a distance of 2½ cables,  $188^{\circ}$  (*S.  $8^{\circ}$  W. Mag.*), from Tanjong Laband light.

Lat.  $2^{\circ} 29'$  N., long.  $96^{\circ} 24\frac{1}{2}'$  E.

*Depth*.—2 fathoms.

*Variation*.—Nil.

*Charts affected*.—No. 2284, Plan of Sinabang bay.

„ 2201, Plan of Simalur island or Pulo Babi.

*Publication*.—China Sea Pilot, Vol. I, 1916, page 412.

*Authority*.—Hague Notice No. 2477 of 1919. (*H. 9140-19.*)

#### NEW ZEALAND—SOUTH ISLAND.

##### *Otago Harbour, North Mole—Light destroyed.*

*No. 40 (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2297 of 1919), are republished:—

*Position*.—At extremity of Otago North mole.

Lat.  $45^{\circ} 46\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Description*.—A fixed green light.

*Remarks*.—The light has been destroyed and is to be expunged from the charts.

*Charts affected*.—No. 2411, Otago harbour, with plan of entrance to Otago harbour.

„ 2533, Otago to Mataura river.

„ 2532, Banks peninsula to Otago.

*Publications*.—List of lights, Part VI, 1919, No. 3041.

New Zealand Pilot, 1908, page 253; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), page 362.

*Authority*.—Wellington (N.Z.) Notice No. 63 of 1919. (*H. 9081-19.*)

## KOREA—SOUTH-EAST COAST.

*Fusan Harbour—Non-existence of Pier and Light-Beacon.*

*No. 41 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2307 of 1919), are republished:—

*Position.*—At a distance of about 2½ cables south-westward of Pier No. 1 at Sorio.

Lat. 35° 06' N., long. 129° 02½' E.

*Details.*—Information has been received that the small pier in the above position, together with the light-post carrying two fixed white and red lights at the pier-head, are non-existent; the pier and the lights are accordingly to be expunged from the charts.

*Charts affected.*—No. 1259, Fusan harbour.

„ 3666, Fusan harbour to Chukupen bay.

„ 3366, Fusan harbour to Port Hamilton.

*Publications.*—List of lights, Part VI, 1919, No. 1785.

E.C. Korea, etc., Pilot, 1913, page 78.

*Authority.*—Tokyo Notice No. 333 of 1919. (H. 9073-19.)

## AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Cape Bowling Green Light—Intended alteration in character—Signal Station to be discontinued.*

*No. 42 (second publication).*—

*Subject.*—The Revolving White Light on Cape Bowling Green will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 1st May 1920.

*Position.*—On the Sand Ridge, near north extremity of the Cape.

Lat. 19° 20' S., long. 147° 26' E., on Chart No. 348.

*Details.*—The Revolving White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
½ sec.	1 sec.	½ sec.	1 sec.	½ sec.	1 sec.	½ sec.	15 secs.

*Visibility.*—14 miles.

*Power.*—5,000 candles.

*Remarks.*—The light will be unwatched. The Signal Station will be discontinued, and the lightkeepers withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 348, Whitsunday island to Magnetic island.

„ 2763, Coral sea and Great Barrier reefs, sheet 1.

„ 2759a, Australia, northern portion.

„ 780, Pacific ocean, south-west sheet.

*Publications.*—List of lights and time signals, Part VI, 1919, No. 2696.

Australia Pilot, Vol. IV, 1917, page 158.

*Authority.*—Melbourne Notice No. 13 of 1919.

*The 2nd February 1920.*

### MADAGASCAR, EAST COAST.

#### *Vohemar Point—Shoal reported southward of.*

**No. 31. (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2215 of 1919), are re-published :—

**Position.**—At a distance of about 15 miles southward of Vohemar point.

Lat.  $13^{\circ} 37' S.$ , long.  $50^{\circ} 06' E.$

**Details.**—A vessel is reported to have struck on a shoal in the vicinity of the position given above. The depth on the shoal is not stated.

**Note.**—The shoal is to be indicated on the charts by the symbol for a rock with a depth of less than 6 feet and marked "*Reported (1919) P.D.*"

**Charts affected.**—No. 758, Cape St. Andrew to Antongil bay.

„ 2899, Chagos archipelago to Madagascar.

„ 597, Delagoa bay to Cape Guardafui.

**Publication.**—South Indian Ocean Pilot, 1911, page 255.

**Authority.**—Journal Officiel de Madagascar. (*H. 4152/19.*)

### RED SEA, EASTERN SHORE.

#### *Ras el Askar to Loheiya—Information with regard to buoys and beacons.*

**No. 32 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2216 of 1919), are re-published :—

#### (i) Buoy established :

**Position (approximate).**—On north-eastern side of Katat el Awwal and at a distance of  $4\frac{1}{10}$  miles,  $331^{\circ}$  (N.  $29^{\circ}$  W. *Mag.*), from the north-western extreme of Jinnabiyat island.

**Description.**—A black and white spherical buoy with staff.

#### (ii) Beacons and buoys disappeared :

(a) **Position.**—At a distance of about 3 miles eastward from eastern point of Surrein island.

Lat.  $19^{\circ} 38' N.$ , long.  $40^{\circ} 41\frac{1}{2}' E.$

**Description.**—A beacon with circular topmark.

(b) **Position.**—At a distance of about  $6\frac{1}{2}$  miles northward from eastern point of Surrein island.

Lat.  $19^{\circ} 43' N.$ , long.  $40^{\circ} 38\frac{1}{2}' E.$

**Description.**—A beacon with triangular topmark.

**Note.**—The buoy shown on the charts close westward from the above beacon has also disappeared.

(c) **Position.**—At a distance of about 7 miles south-eastward from southern point of Abulat island.

Lat.  $19^{\circ} 53\frac{1}{2}' N.$ , long.  $40^{\circ} 15\frac{1}{2}' E.$

**Description.**—A beacon with triangular topmark.

(d) **Position.**—At a distance of about  $4\frac{1}{2}$  cables eastward from eastern point of Urmek island.

Lat.  $15^{\circ} 37\frac{1}{2}' N.$ , long.  $42^{\circ} 37\frac{1}{2}' E.$

**Description.**—A black and red conical buoy.

(e) **Position.**—Lat.  $18^{\circ} 23\frac{1}{2}' N.$ , long.  $41^{\circ} 24' E.$

**Description.**—A buoy with topmark.



*Note.*—The above beacons and buoys are to be expunged from the charts.

*Variation.*—Nil.

*Charts affected.*—No. 14, Plan of approaches to Ras el Askar.  
 „ 8c, Red sea—sheet 3.  
 „ 8d, Red sea—sheet 4, with plan of Loheiya.  
 „ 2523, Red sea.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 340.

*Authority.*—Egypt Squadron, Notices Nos. 13 and 25 of 1919, and H.M. Surveying Vessel *Mertin* Hyd. Note No. 4 of 1919. (*H.* 3297, 3884 & 5235/19.)

#### AFRICA, EAST COAST.

##### *Tanga approach—Buoys disappeared.*

*No. 33 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2233 of 1919), are republished:—

1. *Position.*—On eastern side of entrance to ship channel.  
 Lat.  $5^{\circ} 03\frac{1}{2}'$  S., long.  $39^{\circ} 13\frac{1}{2}'$  E.  
*Description.*—A red conical buoy with topmark.
  2. *Position.*—Marking north-eastern edge of Niule reef.  
*Description.*—A black conical buoy with topmark
  3. *Position.*—Marking northern side of Dixon bank.  
*Description.*—A black and white vertically striped buoy with topmark.
- Remarks.*—The above three buoys, which have disappeared, are to be expunged from the charts, together with the cautionary note on the subject.

*Charts affected.*—No. 663, Mansa and Tanga bays.  
 „ 1390, Chale point to Pangani.  
 „ 664, Zanzibar to Malindi.

*Publication.*—Africa Pilot, Part III, 1915, page 451; Revised Supplement (2), 1919.

*Authority.*—Messrs. Thos. & Jas. Harrison, Liverpool. (*H.* 9084/19).

#### RED SEA, EASTERN SHORE.

##### *Hodeida Road—Lights extinguished; Buoy established.*

*No. 34 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2234 of 1919), are republished:—

1. *Lights extinguished:*  
*Position.*—On inner end of each projecting mole off the boat harbour not shown on chart.  
 Lat.  $14^{\circ} 47'$  N., long.  $42^{\circ} 55\frac{1}{2}'$  E.  
*Description.*—Two white fixed lights.  
*Remarks.*—The note “(White harbour lights)” is to be expunged from the chart.
- Buoy established:*  
*Position (approximate).*—Marking southern edge of reefs off Fishing point, and at a distance of 2 miles,  $270^{\circ}$  (*West Mag.*), from Minaret (tall spire).

*Description.*—A buoy painted in red and white horizontal stripes with triangular topmark

*Variation.*—Nil.

*Chart affected.*—No. 14, Plan of Hodeida road.

*Publications.*—List of Lights, Part V, 1919, No. 2199.

Red Sea and Gulf of Aden Pilot, 1909, page 329,  
Revised Supplement (3), 1917.

*Authority.*—H. M. S. *Espiegle*, Hydrographic Note No. 1 of 1919.  
(H. 8472/19.)

### PERSIAN GULF.

#### *Henjam Sound—Gas buoy relit.*

*No. 35 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 8M. of 1920), are republished :—

*Former Notice.*—No. 3-M of 1920. (*This Office No. 20 of 1920.*)

*Position.*—At a distance of about 5½ cables 196° (S. 14° W. Mag.) from Ras Khargu▲.

Lat. 26° 41' N.

Long. 55° 55½' E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light has now been relit.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam sound.

„ 753, Entrance to the Persian gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.

Indian Light List, 38th Issue, 1919, No. 39.

*Authority.*—The Naval Transport Officer, Henjam, dated 15th January 1920.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer. Calcutta.*



# The Calcutta Gazette

WEDNESDAY, MARCH 3, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,

*Secy. to the Govt. of Bengal.*

CALCUTTA, the 23rd February 1920.

#### JAPAN—YEZO ISLAND, WEST COAST.

##### *Teshio—Light established.*

*No. 50 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1920), are re published :—

*Position (approximate).*—Near the mouth of Teshio gawa, and at a distance of  $4\frac{1}{10}$  cables,  $164^{\circ}$  (*S.  $10^{\circ}$  E. Mag.*), from South spit observation spot ▲.

Lat.  $44^{\circ} 53'$  N., long.  $141^{\circ} 44\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. F., 45 ft., vis. 12 m. (*posn. approx.*)

##### Characteristics :

*Character.*—A fixed white light.

*Elevation.*—45 feet.

*Visibility.*—12 miles.

*Power.*—350 candles.

*Structure.*—A wooden post.

*Remarks.*—The light is unwatched.

*Variation.*— $6^{\circ}$  W.

*Charts affected.*—No. 3200, Aikappu misaki to Rebun to, with plan of Teshio gawa guchi.

„ 452, Hokushu island.

„ 2405, The Kuril islands.

*Publications.*—List of Lights, Part VI, 1919, No. 2123a.  
Japan Pilot, 1914, page 705.

*Authority.*—Tokyo Notice No. 157 of 1919. (*H. 5023-19.*)

## EASTERN ARCHIPELAGO—GILLOLO (HALMAHEIRA) ISLAND.

*Buli (Wossa) Bay—Existence of a reef.*

*No. 51 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 64 of 1920), are republished :—

*Position.*—At a distance of 6 miles,  $335^{\circ}$  (*N.  $28^{\circ}$  W. Mag.*), from the centre of Para Para islet, on chart No. 930.

Lat.  $0^{\circ} 51\frac{1}{2}'$  N., long.  $128^{\circ} 27\frac{1}{2}'$  E., on chart No. 942a.

*Depth.*— $1\frac{1}{2}$  fathoms.

*Variation.*— $3^{\circ}$  E.

*Charts affected.*—No. 930, Plan of Bitjoli, or Wossa road.  
 „ 942a, Eastern archipelago—sheet 3.  
 „ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 96.

*Authority.*—Hague Notice No. 2751 of 1919. (*H. 9694-19.*)

## PERSIAN GULF.

*Al Kran—Submerged object reported north-eastward of—*

*No. 52 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 10 M. of 1920), are republished :—

*Details.*—The Master of S.S. “Warina” reports that he struck a submerged object in the following position :—

*Position.*—Latitude  $27^{\circ} 48\frac{1}{2}'$  N.  
 Longitude  $49^{\circ} 58'$  E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 2837b, Persian Gulf, Western sheet.  
 „ 748b, Indian Ocean, Northern portion.

*Authority.*—The Port Officer, Bombay, dated 3rd February 1920.

*The 16th February 1920.*

## BRITISH POSSESSIONS.

*Caution when approaching British Ports.*

*No. 43 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1920), are republished :—

## PART I.

## CLOSING OF PORTS.

*Former Notice.*—No. 1520 of 1919 (*this office No. 311 of 1919*) hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, referred to in Part III of this Notice, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels

mentioned in paragraph (5), Part II, of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some of the ports or localities at home or abroad referred to in Part II of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

## PART II.

### EXAMINATION SERVICE.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad referred to in Part III of this Notice.

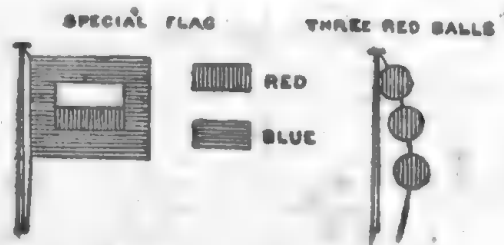
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to bring to at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all-round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

**By night** the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.



(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal: "What ship is that?"

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

### PART III.

#### PORTS OR LOCALITIES REFERRED TO.

##### *United Kingdom.*

Alderney.	Guernsey.	Queenstown.
Barrow.	Hartlepool.	River Humber.
Barry.	Harwich.	" Mersey.
Belfast.	Jersey.	" Tay.
Berehaven.	Lerwick.	" Tees.
Blyth.	Lough Swilly.	" Thames.
Clyde.	Milford Haven.	" Tyne.
Cromarty.	Newhaven.	Scapa Flow.
Dover.	Plymouth.	Sheerness.
Falmouth.	Portland.	Sunderland.
Firth of Forth.	Portsmouth.	

##### *Canada.*

Esquimalt.	Halifax.	Quebec.
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##### *Mediterranean.*

Gibraltar.	Malta.
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##### *Indian Ocean.*

Aden.	Colombo.	Mauritius.
Bombay.	Karachi.	Rangoon.
Calcutta.	Madras.	

##### *China Sea.*

Hong Kong.	Singapore.
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##### *Africa.*

Durban.	Simons bay.
Sierra Leone.	Table bay

<i>Australia.</i>		
Adelaide.	Melbourne	Sydney.
Brisbane.	Newcastle.	Thursday island.
Fremantle.		
<i>Tasmania.</i>		
	Hobart.	
<i>New Zealand.</i>		
Auckland	Port Lyttelton.	
Otago.	Wellington.	
<i>West Indies.</i>		
Bermuda	Port Royal, Jamaica.	

**PART IV.****MINE-SWEEPING OPERATIONS.**

Notice is hereby given that, under the Defence of the Realm Regulations, the following orders have been made by the Lords Commissioners of the Admiralty, and are now in force.

H. M. Vessels engaged in mine sweeping operations off the coasts of the United Kingdom are hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass inside these distances or between the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

**1. SIGNALS THAT WILL BE SHOWN BY DAY.****(a) By vessels working singly :**

A black ball at the foremast head, and a similar ball at each yard arm or where they can best be seen.

Vessels showing this signal are not to be approached nearer than 300 yards.

**(b) By vessels working in pairs :**

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels are not to pass within a distance of 400 yards astern of a single pair of sweepers, or when more than one pair are working in company within a distance of 400 yards astern of rear pair. They are on no account to attempt to pass between pairs working in company.

**2. SIGNALS THAT WILL BE SHOWN BY NIGHT.**

As for day, except that all-round green lights will be used in place of the black balls.

**CAUTION.**

Part IV of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm Regulations and failure to comply with the orders contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

*Note.*

This Notice is a revision of Notice No. 1520 of 1919. (*This office No. 311 of 1919.*)

*Authority.*—The Lords Commissioners of the Admiralty. (*H. 8561-19.*)

AUSTRALIA—NORTH COAST

*Port Darwin—Rocks reported ; Caution.*

*No. 44 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 15 of 1920), are republished :—

- (a) *Position.*—At a distance of  $6\frac{1}{2}$  cables,  $48^\circ$  (*N.  $45^\circ$  E. Mag.*), from the northern extremity of Talc head.  
Talc head, lat.  $12^\circ 28\frac{1}{2}'$  S., long.  $130^\circ 46\frac{1}{2}'$  E.

*Description.*—A 3-fathom patch.

- (b) *Position.*—At a distance of 7 cables,  $89^\circ$  (*N.  $86^\circ$  E. Mag.*), from the northern extremity of Talc head.

*Description.*—A coral rock, which dries 3 feet at low water.

- (c) *Position.*—At a distance of  $9\frac{1}{2}$  cables,  $140^\circ$  (*S.  $43^\circ$  E. Mag.*) from the northern extremity of Talc head.

*Description.*—A coral rock, which dries 5 feet at low water.

*Caution.*—The following cautionary note is to be inserted on chart No. 925 :—

*"This survey not having been made in great detail this chart should be used with caution."*

*Variation.*— $3^\circ$  E.

*Charts affected.*—No. 925, Port Darwin.

„ 613, Melville island, with Dundas and Clarence straits.

*Publication.*—Australia Pilot, Vol. V., 1914, page 116.

*Authority.*—Navy Office, Melbourne. (*H. 9372-19.*)

CHINA SEA—PESCADORES ISLANDS, PONGHAU HARBOUR APPROACH.

*Tablet Island—Obstruction southward of, removed.*

*No. 45 (second publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 16 of 1920), are republished :—

*Former Notice.*—No. 696 of 1919. (*This office No. 145 of 1919.*)

*Position.*—Lat.  $23^\circ 29\frac{1}{2}'$  N., long.  $119^\circ 31'$  E.

*Details.*—The obstruction formerly situated about 8 cables southward from Tablet island, together with the red buoys marking the northern and western corners, has been removed and is to be expunged from the charts.

*Charts affected.*—No. 1338, Pescadores islands—Inner anchorages.

„ 1961, Pescadores islands.

„ 1760, The Brothers to Ocksen islands.

*Description.*—China Sea Pilot, Vol. V., 1912, page 127.

*Authority.*—Tokyo Notice No. 336 of 1919. (*H. 9074-19.*)

## MALACCA STRAIT--DINDING CHANNEL, SOUTHERN APPROACH.

*Pulo Katak Light—Alteration in Characteristics.*

*No. 46 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 28 of 1920), are re-published:—

*Position.*—Lat.  $4^{\circ} 09\frac{1}{2}'$  N., long.  $100^{\circ} 36\frac{1}{2}'$  E.

*New abridged description.*—Lt. Gp. Occ. (2), ev. 30 sec. 90 ft. vis. 10 m.

*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A group occulting white light showing two eclipses every thirty seconds.

*Elevation.*—90 feet.

*Visibility.*—10 miles.

*Structure.*—White brick tower 30 feet in height.

*Charts affected.*—No. 792, Dinding islands and channel.

„ 1009, Approaches to Perak river.

„ 793, Butang group to Pulo Berhala.

„ 1355, Malacca strait.

„ 2760, Acheli head to Chingkuk bay.

*Publications.*—List of Lights, Part VI, 1919, No. 748.

China Sea Pilot, Vol. I, 1916, page 198.

*Authority.*—Harbour Master, Perak. (H. 9494-19.)

## AUSTRALIA—EAST COAST.

*Warden Head Light.—Intended alteration in character.*

*Signal Station to be discontinued.*

*No. 47 (second publication).—*

*Subject.*—The Fixed White Light on Warden head will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 15th May 1920.

*Position.*—Lat.  $35^{\circ} 22'$  S., long.,  $150^{\circ} 31'$  E. on Chart No. 1018.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—15 miles.

*Power.*—1,500 candles.

*Remarks.*—The Light will be unwatched. The Signal Station will be discontinued, and the Lightkeeper withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1018, Montagu island to Beecroft head.

„ 1211, Gabo island to Port Jackson.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2514.

Australia Pilot, Vol. II, 1918, page 461.

*Authority.*—Melbourne Notice No. 2 of 1920.

## SOUTH AUSTRALIA—DENIAL BAY.

*Thevenard harbour entrance—Channel dredged.*

*No. 48 (second publication).*—The President of the Marine Board, Port Adelaide, has given notice (No. 4 of 1919) that a channel 150 feet wide has been dredged, giving a depth at L.W.S.T. of 24 feet commencing at a point about 4½ cables E.S.E. of Bird Rock and extending northerly towards Cape Thevenard on a bearing of 6° 45' (N. 3° 35' E. Mag.). It is marked by four blind piles, unpainted, driven in a straight line about 40 feet from western edge of cutting and distant from each other about 5 cables.

*Approximate position of entrance to the channel.*—Lat. 32° 11' S., long. 133° 37' 40" E.

This affects Admiralty Chart No. 1061.

*Publications.*—Australia Directory, Vol. I (1907, pp. 151, 152, and Australia Pilot, Vol. I (1918), p. 108.

## SOUTH AUSTRALIA—SPENCER GULF.

*Port Broughton—Light established.*

*No. 49 (second publication).*—The President of the Marine Board, Port Adelaide, has given notice (No. 7 of 1919) that on and after the night of December 10th, 1919, an unwatched White "Aga" Light, flashing 40 times per minute, and showing over an arc of 90° from 55° 10' (N. 50° 30' E. Mag.) to 145° 10' (S. 39° 30' E. Mag.) will be exhibited from an open ironwork tower, painted white, on a timber pile structure placed in 14 feet at L.W.O.S.T., one cable seaward from the existing No. 1 Red Beacon, and in line with that Beacon and No. 2 Red Beacon.

The focal plane of the Light is 20 feet above high water, and it should be visible nine miles in clear weather.

*Approximate position.*—Lat. 33° 33½' S., long. 137° 52½' E.

This affects Admiralty Charts Nos. 404 and 2389, and the survey of Port Broughton, dated March, 1914.

*Publications.*—Australia Directory (1907), Vol. I, page 256, and Australia Pilot (1918), Vol. I, page 218.

*The 9th February 1920.*

## RED SEA—EASTERN SHORE.

*Isa Bay—Amendments to charts with regard to depths.*

*No. 36 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2247 of 1919), are republished:—

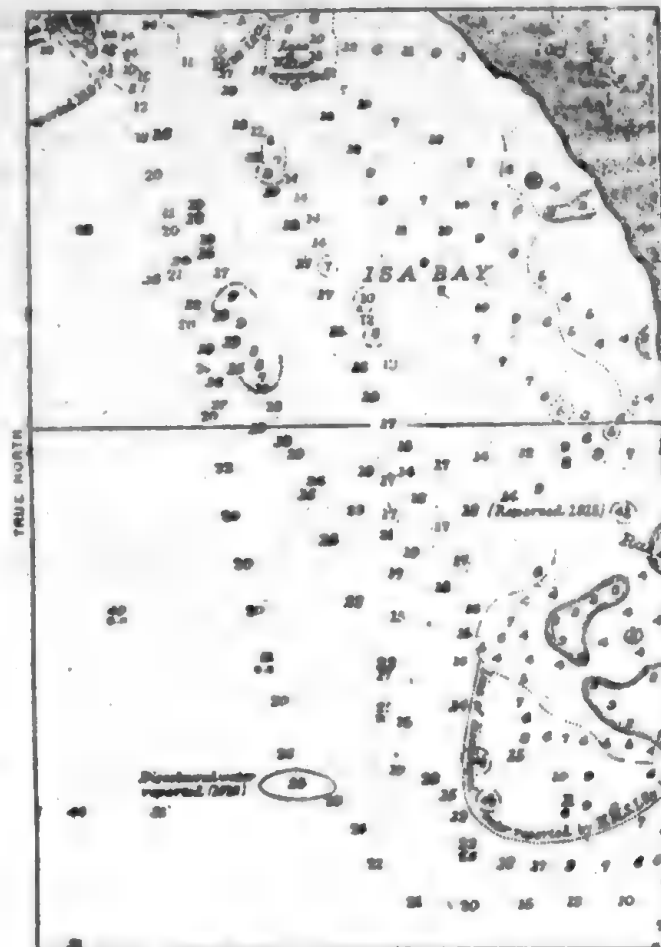
*Position.*—Ras Isa, lat. 15° 11½' N., long. 42° 39' E.

*Details.*—The accompanying reproductions of portions of charts Nos. 143 and 8d show necessary amendments to the charts with regard to depths in Isa bay.

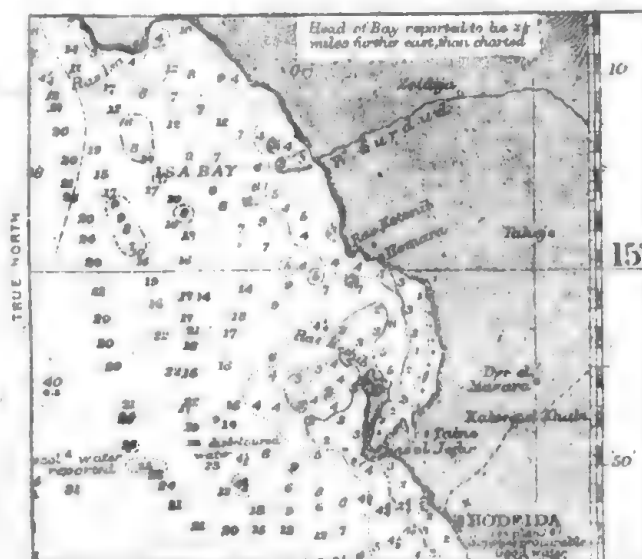
*Charts affected.*—No. 143, Jebel Teir to Perim island.  
" 8d, Red Sea—sheet 4.

*Publications.*—Red Sea and Gulf of Aden Pilot, 1909, page 388; Revised Supplement (3), 1917.

*Authority.*—Egypt Squadron Notice No. 21 of 1919. (H. 3507-19.)



Reproduction of Portion of Chart N° 143  
10 Sea Miles.



Reproduction of Portion of Chart N° 82

### BORNEO, SOUTH COAST.

#### Barito River Entrance—Alterations in Lighting.

No. 37 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2248 of 1919), are republished:—

Position.—Tanjong Burung, lat.  $3^{\circ} 33' S.$ , long.  $114^{\circ} 30' E.$



*Details.*—The position of the light-buoy at the entrance to the river has been altered.

A new light-buoy has been established on the western side of the channel.

The two light-beacons formerly situated on the western side of the channel off Tanjong Burung have been discontinued.

The necessary correction to the charts is shown on the accompanying reproduction of a portion of chart No. 3029.

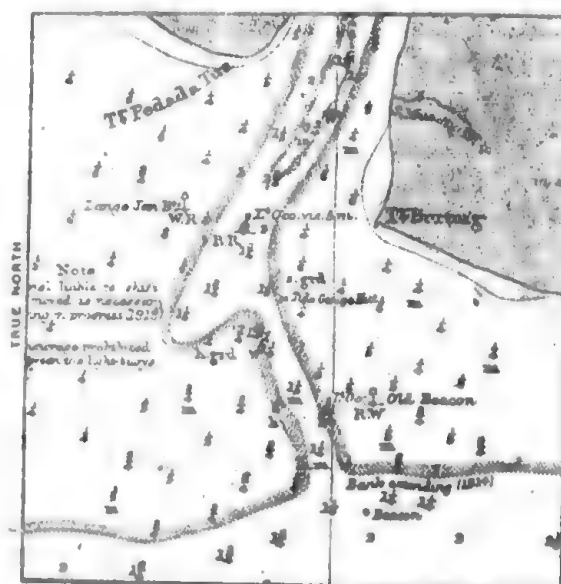
*Charts affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayut.

9416, Eastern Archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1919, Nos. 1077, 1078.

Eastern Archipelago Pilot, Part II, 1913, pages 333, 334; Revised Supplement (2), 1918.

*Authority.*—Hague Notices Nos. 2281 and 2478 of 1919. (H. 8505-19.)



Reproduction of Portion of Chart No. 3029.

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Auckland Harbour Approach—Anchorage for Vessels carrying Explosives.*

No. 38 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2251 of 1919), are republished:—

*Position.*—Motukorea (Brown's island) summit, lat.  $36^{\circ} 49' S.$ , long.  $174^{\circ} 53' E.$

The anchorages for vessels carrying explosives are bounded as follows:—

1. (a) *On the North-East.*—By a line drawn from Emu point to the south-western point of Motu-ihi (Taylor island).
- (b) *On the South-East.*—By a line drawn from the south-western point of Motu-ihi to the northern extreme of the point situated about one mile south-eastward of Motukorea summit.
- (c) *On the West.*—By a line drawn from the western extreme of Motukorea to a point at a distance of  $8\frac{1}{2}$  cables,  $264^{\circ} (S. 69^{\circ} W. Mag.)$ , from Emu point.
- (d) *On the North.*—By a line drawn from the northern point of limit (c) to Emu point.

2. (a) *On the North*.—By a line drawn from a point at a distance of 14 cables,  $220^{\circ}$  (*S.  $25^{\circ}$  W. Mag.*), from the summit of Motukorea to the northern extreme of the point situated at a distance of about one mile south-eastward from the summit of Motukorea.

(b) *On the South*.—By a line parallel to and 4 cables southward from limit (a).

*Remarks*.—The following notes are to be placed on the charts in the foregoing areas :—

1. "*Explosives Anchorage*."
2. "*Explosives Anchorage for small craft*."

*Variation*.— $15^{\circ}$  E.

*Chart affected*.—No. 1896, Entrances to Auckland harbour.

*Publications*.—New Zealand Pilot, 1908, page 43.

New Zealand Pilot, 1919 (*in press*), page 201.

*Authority*.—Marine Department, Wellington (N.Z.). (*H. 9113-19.*)

#### SUMATRA, WEST COAST—SIMALUR ISLAND.

##### *Sinabang Bay—Existence of a Reef.*

*No. 39 (third publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2296 of 1919), are republished :—

*Position*.—At a distance of  $2\frac{1}{10}$  cables,  $188^{\circ}$  (*S.  $8^{\circ}$  W. Mag.*), from Tanjong Laband light.

Lat.  $2^{\circ} 29'$  N., long.  $96^{\circ} 24\frac{1}{2}'$  E.

*Depth*.—2 fathoms.

*Variation*.—Nil.

*Charts affected*.—No. 2284, Plan of Sinabang bay.

„ 2201, Plan of Simalur island or Pulo Babi.

*Publication*.—China Sea Pilot, Vol. I, 1916, page 412.

*Authority*.—Hague Notice No. 2477 of 1919. (*H. 9140-19.*)

#### NEW ZEALAND—SOUTH ISLAND.

##### *Otago Harbour, North Mole—Light destroyed.*

*No. 40 (third publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2297 of 1919), are republished :—

*Position*.—At extremity of Otago North mole.

Lat.  $45^{\circ} 46\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Description*.—A fixed green light.

*Remarks*.—The light has been destroyed and is to be expunged from the charts.

*Charts affected*.—No. 2411, Otago harbour, with plan of entrance to Otago harbour.

„ 2533, Otago to Maitai river.

„ 2532, Banks peninsula to Otago.

*Publications*.—List of lights, Part VI, 1919, No. 3041.

New Zealand Pilot, 1908, page 253; Supplement No. 3, 1917.

New Zealand Pilot, 1919 (*in press*), page 362.

*Authority*.—Wellington (N.Z.) Notice No. 63 of 1919. (*H. 9081-19.*)

## KOREA—SOUTH-EAST COAST.

*Fusan Harbour—Non-existence of Pier and Light-Beacon.*

*No. 41 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2307 of 1919), are republished:—

*Position.*—At a distance of about 2½ cables south-westward of Pier No. 1 at Sorio.

Lat. 35° 06' N., long. 129° 02½' E.

*Details.*—Information has been received that the small pier in the above position, together with the light-post carrying two fixed white and red lights at the pier-head, are non-existent; the pier and the lights are accordingly to be expunged from the charts.

*Charts affected.*—No. 1259, Fusan harbour.

„ 3666, Fusan harbour to Chukupen bay.

„ 3666, Fusan harbour to Port Hamilton.

*Publications.*—List of lights, Part VI, 1919, No. 1785.

E.C. Korea, etc., Pilot, 1913, page 78.

*Authority.*—Tokyo Notice No. 333 of 1919. (H. 9073-19.)

## AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Cape Bowling Green Light—Intended alteration in character—Signal Station to be discontinued.*

*No. 42 (third publication).—*

*Subject.*—The Revolving White Light on Cape Bowling Green will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 1st May 1920.

*Position.*—On the Sand Ridge, near north extremity of the Cape.

Lat. 19° 20' S., long. 147° 26' E., on Chart No. 348.

*Details.*—The Revolving White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
½ sec.	1 sec.	½ sec.	1 sec.	½ sec.	1 sec.	½ sec.	15 secs.

*Visibility.*—14 miles.

*Power.*—5,000 candles.

*Remarks.*—The light will be unwatched. The Signal Station will be discontinued, and the lightkeepers withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 348, Whitsunday island to Magnetic island.

„ 2763, Coral sea and Great Barrier reefs, sheet 1.

„ 2759a, Australia, northern portion.

„ 780, Pacific ocean, south-west sheet.

*Publications.*—List of lights and time signals, Part VI, 1919, No. 2696.

Australia Pilot, Vol. IV, 1917, page 158.

*Authority.*—Melbourne Notice No. 13 of 1919.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.



APPENDIX TO

# The Calcutta Gazette

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WEDNESDAY, MARCH 3, 1920.

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**BALANCE SHEETS AND STATEMENTS OF RECEIPTS AND  
EXPENDITURE OF THE CALCUTTA PORT TRUST AND  
HOWRAH BRIDGE FOR THE YEAR 1918-19 AND THE  
AUDITOR'S CERTIFICATE.**

## THE COMMISSIONERS FOR

## General Balance Sheet

## ACCOUNT

Account No.	LIABILITIES.	Amount.	Total.
II	<b>Capital Account—</b>	Rs. A. P.	Rs. A. P.
	Credits ... ..	...	14,80,03,259 9 1
III	<b>Revenue Account—</b>		
	Balance ... ..	.....	8,85,573 6 0
IV	<b>Sundry Outstandings—</b>		
	Fixed general deposits ... ..	450 0 0	
	Ordinary deposits of Importers and Exporters ... ..	2,93,443 0 5	
	Fixed marine deposits ... ..	3,000 0 0	
	Marine dues payable to Government ...	19,172 10 0	
	Security and other deposits ... ..	3,68,354 7 1	
	Miscellaneous credits pending disbursement ... ..	3,024 1 3	
	Demands payable ... ..	8,15,641 15 9	
	Unclaimed wages and miscellaneous bills ... ..	25,643 2 8	
	Materials purchase account ... ..	1,085 4 6	
			15,29,814 9 8
IV	<b>Debenture Interest Account—</b>		
	Unclaimed interest on debentures ...	.....	3,87,313 10 0
IV	<b>Funds—</b>		
	Revenue Reserve Fund ... ..	46,75,320 8 9	
	Vessels Replacement Fund ... ..	17,02,823 2 9	
	Fire Insurance Fund ... ..	7,61,636 12 0	
	Fines Fund ... ..	818 2 10	
	Reserve Fund for depreciation of Provident Fund Securities ... ..	44,423 13 1	71,85,022 7 5
IV	<b>Loan from Bank of Bengal for Investment of 10 lakhs in the 2nd Indian War Loan ... ..</b>	.....	7,10,000 0 0
	<b>Total ... ..</b>	.....	15,87,01,283 10 2

Subject to the remarks

The 15th August 1919.

E. J. ROBERTSON,  
Offg. Chief Accountant.T. H. WORGAN,  
Examiner, Outside Accounts, Calcutta.

**THE PORT OF CALCUTTA.**

at 31st March 1919.

No. I.

Account No.	Assets.	Amount.	Total.
		Rs. A. P.	Rs. A. P.
II	<b>Capital Account—</b>		
	Debits ... ..		14,30,59,863 8 2
IV	<b>Outstanding Bills Recoverable—</b>		
	Coal, Petroleum and Marine charges ... ..	Rs. A. P. 3,31,592 7 8	
	Rent and other miscellaneous charges ... ..	1,89,338 11 3	5,20,931 2 11
IV	<b>Outstanding Earnings</b> ... ..	1,00,174 3 3	
IV	<b>Sundry Outstandings—</b>		
	Debits pending adjustment (including excess in the Sinking Fund) ... ..	5,00,582 2 0	
	Debits pending recovery (for stores supplied and works done) ... ..	32,334 11 0	
	Advances on imprest account ... ..	4,045 0 0	
	Advances to employees for investment in Indian War Loans ... ..	78,725 11 5	
	Unadjusted workshop charges (pending completion of works) ... ..	43,609 12 0	
IV	Bank of Bengal, Debenture-holders' Interest Account ... ..	2,95,363 10 0	
IV	National Bank of India, Ltd., sterling debenture loan of £700,000, Interest Account ... ..	86,280 0 0	
IV	Chartered Bank of India, Australia and China, sterling Debenture loan of £500,000, Interest Account ... ..	5,970 0 0	
	Short notice deposit in Bank of Bengal, Account B. L. Hurgobind ... ..	10,500 0 0	16,78,516 9 7
IV	<b>Investment of Funds—</b>		
	Revenue Reserve Fund ... ..	15,84,181 0 0	
	Vessels Replacement Fund ... ..	10,04,474 1 0	
	Fire Insurance Fund ... ..	5,81,524 0 0	
	Investment in the Second Indian War Loan ... ..	7,10,000 0 0	38,80,179 1 0
IV	<b>Stock Account—</b>		
	Stores in hand ... ..	14,29,275 6 3	
	Stores in transit ... ..	82,103 5 9	15,11,378 12 0
	<b>Cash in Banks, in Sterling War Bonds and in hand—</b>		
IV	Coutts & Co., London, on current account ... ..	36,468 2 0	
IV	London Agent ... ..	1,34,950 15 0	
...	Bank of Bengal on current account ... ..	2,82,136 12 11	
...	Short Notice deposit with Bank of Bengal ... ..	66,50,000 0 0	
...	Sterling War Bonds (Capital Account) ... ..	8,70,000 0 0	
...	Cash in hand ... ..	78,647 8 4	80,52,203 6 3
...	<b>Howrah Bridge Account</b> ... ..	.....	5,19,142 5 2
	<b>TOTAL</b> ... ..	.....	15,87,01,283 10 2

contained in the audit certificate.

A. A. L. PARSONS,  
Accountant-General, Bengal.

T. J. McCLOUGHIN,  
Offg. Vice-Chairman.



## THE COMMISSIONERS FOR

Capital Account

Dr.

ACCOUNT

	Expenditure to 31st March 1918.	Expenditure during 1918-19.	Total.
<b>I.—To Block—</b>	Rs. A. P.	Rs. A. P.	Rs. A. P.
Cost price of land, works, etc., closed to Block Account ... ..	12,27,16,964 8 2	75,080 2 9	12,27,91,044 10 11
<b>II.—To Works in Progress—</b>			
Expenditure on works completed but not fully paid for and works under construction ... ..	1,82,88,387 12 9	5,80,965 6 1	1,88,69,353 2 10
	14,11,04,552 4 11	6,06,045 8 10	14,17,10,597 13 9
<b>III.—To Discount on Loans</b> ... ..	13,21,345 0 5	.....	13,21,345 0 5
<b>IV.—To Stamp duty on debenture loans</b> ... ..	59,650 8 0	Cr. 31,529 14 0	28,120 10 0
<b>Total</b> ... ..	14,24,86,547 18 4	5,74,515 10 10	14,80,59,863 8 2
<b>V.—To Balance</b> ... ..	.....	.....	49,43,396 0 11
<b>Total</b> ... ..	.....	.....	14,80,59,863 8 2

Subject to the remarks

E. J. ROBERTSON,  
Offg. Chief Accountant.  
The 15th August 1919.

T. H. WORGAN,  
Examiner, Outside Accounts,  
Calcutta.

## THE PORT OF CALCUTTA.

to 31st March 1919.

No. II.

Cr.

	Receipts to 31st March 1918.	Receipts during 1918-19.	Payments during 1918-19.	Total.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
<b>I.—By Government Loans—</b>					
Loan for Port ... ..	17,65,000 0 0	.....	.....	17,65,000 0 0	
Do. Docks ... ..	2,87,70,565 14 8	.....	.....	2,87,70,565 14 8	
<i>Less</i> —Repaid ... ..	26,17,615 15 5	8,71,478 9 9	.....	20,89,094 9 2	
	2,61,52,949 15 8	Dr. 8,71,478 9 9	.....	2,57,81,471 5 6	
	2,79,17,949 15 8	Dr. 8,71,478 9 9	.....	2,75,46,471 5 6	2,75,46,471 5 6
<b>II.—By Debenture Loans—</b>					
Debenture Loans to end of 1918-19 ... ..	9,64,35,600 0 0	.....	.....	9,64,35,600 0 0	
	9,64,35,600 0 0	.....	.....	9,64,35,600 0 0	
<i>Less</i> —At credit of Sinking Fund ... ..	1,88,94,459 4 7	24,87,680 7 6	.....	2,13,82,139 12 1	
	7,75,41,140 11 5	Dr. 24,87,680 7 6	.....	7,50,53,460 8 11	7,50,53,460 8 11
<b>III.—By Temporary loans in connection with Sudge Petroleum Depot extension ...</b>	2,27,091 0 1	.....	47,174 6 0	1,80,516 10 1	1,80,516 10 1
<b>IV.—By Contributions and Transfers from Government—</b>					
Contribution for road north of Aheeritollah ... ..	74,584 0 0	.....	.....	74,584 0 0	
Transfer of landing stage at Prinsep's Ghat ... ..	10,000 0 0	.....	.....	10,000 0 0	
Transfer of Port Approaches Block ... ..	2,85,461 0 0	.....	.....	2,85,461 0 0	
	3,20,045 0 0	.....	.....	3,20,045 0 0	3,20,045 0 0
<b>V.—By contributions from Revenue—</b>					
Repayment of Consolidated Loan ... ..	60,25,100 0 0	.....	.....	60,25,100 0 0	
Repayment of Debenture Loans New Works ... ..	60,00,000 0 0	1,47,716 7 6	6,02,736 15 9	60,00,000 0 0	
Sinking Fund on Debenture Loans	87,87,352 9 8	24,87,680 7 6	.....	2,13,82,139 12 1	
Repayment of Kidderpore Dock Loan ... ..	1,89,94,459 4 7	8,71,478 9 9	.....	29,89,094 9 2	
	26,17,615 15 5	8,71,478 9 9	.....	29,89,094 9 2	
	8,73,24,527 13 8	30,06,875 8 9	6,02,736 15 9	3,97,28,666 6 8	3,97,28,666 6 8
<b>VI.—By Vessels Replace- ment Fund—</b>					
Amount contributed to Capital Account for new works ...	21,79,417 5 11	2,56,129 5 11	.....	24,85,546 11 10	24,85,546 11 10
<b>VII.—By Deposits—</b>					
Amount received from the public for special works ... ..	10,793 6 6	.....	.....	10,793 6 6	10,793 6 6
<b>VIII.—By Sale of Struc- tures—</b>					
Old Army Remount depot ...	41,903 15 5	.....	.....	41,903 15 5	41,903 15 5
<b>IX.—By War Material Sus- tenance Account ...</b>	18,04,534 5 8	13,81,821 7 11	.....	26,85,955 13 2	26,85,955 13 2
Total Rs. ...	14,69,68,003 9 6	17,95,167 5 4	6,49,911 5 9	14,80,03,269 9 1	14,80,03,269 9 1
				Total Rs. ...	14,80,03,269 9 1

contained in the audit certificate.

A. A. L. PARSONS.  
Accountant-General.  
Bengal.

T. J. McCLOUGHIN  
Offg. Vice-Chairman.

## THE COMMISSIONERS FOR

Revenue

ACCOUNT

Dr.

Expenditure.

Amount.

Rs. A. P.

To I.—Control and General—

(a) Offices of Vice-Chairman, Chief Engineer,  
Traffic Manager, Deputy Conservator,  
Chief Accountant and Store-keeper ... 5,91,256 13 1

(b) Pensions and Leave allowances ... 2,21,155 3 5

(c) Miscellaneous including London Agency 2,80,331 11 10

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10,92,743 12 4

„ II.—Jetties ... 9,67,201 5 1

„ III.—Tea Warehouse ... 1,57,764 4 8

„ IV.—Petroleum Wharf ... 35,532 5 1

„ V.—Inland Vessels Wharves ... 2,09,266 4 5

„ VI.—Rentable Lands and Buildings ... 1,71,878 10 0

„ VII.—Port ... 7,11,731 2 10

„ VIII.—Port Approaches ... 10,00,535 2 7

„ IX.—Railway ... 13,57,539 9 10

„ X.—Wet Docks ... 30,22,432 6 2

„ XI.—Dry Docks ... 87,959 14 4

„ XII.—Ferry Service ... 3,68,616 3 2

Cancellation of bills, etc. ... 9,359 13 4

War Bonus ... 1,64,717 4 3

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Carried over ... 93,57,278 2 1

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**THE PORT OF CALCUTTA.**

Account for 1918-19.

No. III.

	Income.	Cr.		
		Amount.		
		Rs.	A.	P.
By I.—Control	...	19,958	7	6
„ II.—Jetties	...	26,84,198	9	8
„ III.—Tea Warehouse	...	3,16,305	4	10
„ IV.—Petroleum Wharf	...	4,01,769	10	4
„ V.—Inland Vessels Wharves	...	4,61,425	1	9
„ VI.—Rentable Lands and Buildings	...	8,84,119	1	3
„ VII.—Port	...	4,48,343	12	10
„ VIII.—Port Approaches	...	5,01,452	9	3
„ IX.—Railway	...	16,86,771	15	3
„ X.—Wet Docks	...	40,28,752	0	1
„ XI.—Dry Docks	...	2,63,268	13	5
„ XII.—Ferry Service	...	4,68,692	4	0
„ XIII.—River Dues	...	13,31,405	15	10
„ XIV.—Special War Surcharges	...	52,06,534	14	4
„ Sale of unserviceable materials	...	1,70,214	7	11
„ Contribution from Howrah Bridge	...	25,159	10	1
„ Amount transferred from Capital to Revenue on account of haulage and maintenance of rolling stock including establishment employed on reclamation works chargeable to Capital	...	38,124	1	6
„ Gain on Exchange	...	40,315	7	11

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Carried over ... 1,89,76,912 3 9

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### Revenue Account

## ACCOUNT

Subject to the remarks

*The 15th August 1919.*

**THE PORT OF CALCUTTA.**

for 1918-19—contd.

No. III

Cr.

			Rs.	A. P.
Brought forward	...	...	1,89,76,912	3 9
<b>By Interest—</b>				
Interest on Revenue Reserve Fund Investments	...	...	81,600	13 0
<b>By Balance—</b>				
Balance carried forward from 1917-18	...	...	2,41,483	7 10

Total ... 1,92,99,996 8 7

contained in the audit office.

A. A. L. PARSONS,  
Accountant-General, Bengal.

T. J. McCLOUGHIN,  
Offg. Vice-Chairman.



## HOWRAH BRIDGE.

Balance Sheet as at 31st March 1919.

LIABILITIES.	Rs.	A.	P.	ASSETS.	Rs.	A.	P.
Contribution from Revenue—				Block of Howrah Bridge	.....	27,20,289	12 1
For repayment of Capital debt existing at the time of the transfer of the Bridge to the Commissioners ...	21,16,800	0	0	Reserve Fund Investment—			
For new works ...	61,377	11	10	3½ per cent. G. P. Notes for Rs. 5,12,500 at cost ...	.....	4,90,808	6 0
			21,78,177 11 10	Reserve section—			
Contribution from Reserve Fund—				Value of Block ...	86,702	5	3
For new works ...	.....	5,23,990	9 3	4 per cent. C. P. T. Deb. for Rs. 25,000 at cost ...	24,500	0	0
Contribution from Pontoon Renewal Fund—				Pontoon Renewal Fund Investment—		1,11,202	5 3
For new pontoons ...	.....	18,131	7 0	Ra. 4 per cent. C. P. T. Debt. for ...71,000			
Reserve Fund ...	.....	3,60,760	9 3	3½ per cent. G. P. Notes for ...10,000			
Reserve Section Fund	.....	1,33,868	2 0	81,000 at cost ...	.....	79,144	9 7
Pontoon Renewal Fund	.....	1,03,655	0 6	Suspense Account—			
Calcutta Port Commissioners ...	.....	5,19,142	5 2	Stock of battens ...	22,327	1	3
				Stock of mooring materials ...	28,987	12	1
				Items pending adjustment ...	62,844	13	0
						1,14,109	10 4
				Balance on Revenue Account at 31st March 1919 ...	.....	3,22,159	1 9
Total ...	.....	38,37,713	13 0	Total ...	.....	38,37,713	13 0

E. J. ROBERTSON,  
Offg. Chief Accountant.

T. J. MCCLOUGHIN,  
Offg. Vice-Chairman.

T. H. WORGAN,  
Examiner, Outside Accounts, Calcutta.

A. A. L. PARSONS,  
Accountant-General, Bengal.

The 15th August 1919.

## HOWRAH

## Revenue Account

Dr.

Grant No.	Expenditure.	Revised estimate.	Actuals.		
	ESTABLISHMENT.	Rs.	Rs.	A.	P.
1	Supervision ... ..	3,708	6,487	6	9
2	Bridge ... ..	35,000	32,426	13	3
3	Ferry Steamer <i>Howrah</i> ...	10,356	10,937	4	0
4	" " <i>Buckland</i> ...	6,156	7,037	0	8
5	Armenian Ghat Landing Stage ...	624	636	0	0
6	Howrah Landing Stage ...	624	660	0	0
7	Leave and Acting Allowances ...	240	45	2	9
8	Compassionate Allowances ...	221	678	6	0
9	Police ... ..	2,888	2,715	6	3
9a	War Bonus ... ..		2,308	0	0
	Total ... ..	59,817		63,931	7 8
	STORES.				
10	Howrah Bridge ... ..	7,500	6,970	6	2
11	Ferry Steamer <i>Howrah</i> ...	4,000	6,038	8	8
12	" " <i>Buckland</i> ...	3,500	8,132	13	6
	Total ... ..	15,000		21,141	12 4
	MAINTENANCE AND REPAIRS.				
	Bridge—				
13	Metalled approaches and Abutments ...	2,500	2,061	3	8
14	Chief Officer's and lascars' quarters ...	700	1,627	9	9
15	Pontoons, fenders, and shieldings ...	20,000	20,027	13	6
16	Superstructure ...	12,000	11,927	0	5
17	Roadway surface and foot-paths ...	41,700	33,836	11	6
18	Watering roadway ...	2,000	2,217	12	4
19	Electric Lamps ...	1,200	956	6	2
20	Dredging ...	40,000	40,992	0	0
21	Bridge Opening ...	3,500	3,284	1	3
22	Repairs to damages ...		7,857	5	9
23	General charges ...	2,000	1,648	11	4
23a	Ferry Landing Stage <i>Howrah</i> Side ...		1	5	2
	Vessels and Boats—				
24	<i>Howrah</i> ...	3,000	2,458	9	0
25	<i>Buckland</i> ...	5,000	5,517	4	6
26	Buoy boat ...	2,000	1,572	1	8
27	Workshop Commission ...	5,000	5,084	15	7
	Total ... ..	1,40,600		1,41,070	15 7
	Carried over ... ..	2,15,417		2,26,144	3 7

**BRIDGE.**

for the year to 31st March 1919.

Gr.

Income.	Revised estimate.	Actuals.		
		Rs.	A. P.	Rs. A. P.
Receipts from railway traffic (E. I. Ry.) ...	2,65,000	.....		2,86,276 3 9
Contribution from Bengal- Nagpur Railway ...	26,000	.....		26,000 0 0
Earnings of Ferry Steamers— “Buckland” ...	18,000 {	9,433 8 6		
“Howrah” ...		18,138 9 1		
Interest on Investments ...	18,913	.....		27,572 1 7
Rent of Howrah Dockyard Land ...	7,055	.....		18,914 7 0
Miscellaneous receipts ...	32	.....		7,179 0 3
Recoveries for damages ...	...	.....		39 15 0
				8,666 8 10
Carried over ...	3,35,000	.....		3,74,648 4 3

**HOWRAH****Revenue Account**

Dr.

Gent No.	Expenditure.	Revised estimate.	Actuals.			
			Rs.	A. P.	Rs.	A. P.
	Brought forward ...	2,15,417	.....		2,26,144	3 7
	<b>Miscellaneous.</b>					
28	Contribution to the Port Trust for Administration ...	18,500	18,500	0 0		
29	Contribution to the Port Trust for use of S. L. Psyche ...	1,500	1,574	10 6		
30	Lighting ...	6,400	7,393	14 5		
31	Advertising ...	3,500	3,598	14 3		
32	Stationery and printing ...	500	219	8 5		
33	Rent of telephone ...	150	150	0 0		
34	Uniforms ...	1,500	1,453	10 1		
35	Taxes ...	823	717	3 0		
36	Sundry charges not classed ...	500	389	10 7		
		33,373	33,997	7 3	33,997	7 3
37	Interest on overdraft ...	25,000	.....		29,463	8 0
	<b>Extraordinary Expenditure—</b>					
	Renewals to Bridge structure ...	5,000	Or.1,857 8 2			
	Repairs to Howrah Ferry ...		6,115 6 8			
	Landing stage ...		4,257 14 6		4,257	14 6
	<b>Total Expenditure ...</b>	2,78,790	.....		2,93,863	1 4
	Balance for 1918-19 carried down ...				80,785	2 11
			<b>Total ...</b>		3,74,648	4 3
					<b>Revenue</b>	
	Balance brought forward from last year ...				4,02,944	4 8
			<b>Total ...</b>		4,02,944	4 8

E. J. ROBERTSON,  
Offg. Chief Accountant.T. H. WORGAN,  
Examiner, Outside Accounts,  
Calcutta.

The 15th August 1919.

**BRIDGE.**

for the year to 31st March 1919.

Or.

Income.		Estimate.	Actuals.	
		Rs.	Rs. A. P.	Rs. A. P.
Brought forward	...	3,35,000	.....	3,74,648 4 3
<b>Total income</b>		3,35,000	.....	3,74,648 4 3
			<b>Total</b>	... 3,74,648 4 3
<b>Balance account.</b>				
Balance for 1918-19 brought down	...	...	...	80,785 2 11
Balance at 31st March 1919	...	...	...	3,22,159 1 9
			<b>Total</b>	.. 4,02,944 4 8

T. J. McCLOUGHIN,  
Offg. Vice-Chairman.

A. A. L. PARSONS,  
Accountant-General, Bengal.

**Audit certificate on the accounts of the Commissioners for  
the Port of Calcutta for the year 1918-19.**

1. Certified that the accounts of receipts and expenditure, under section 76 of Bengal Act III of 1890, have been audited and examined under our supervision.

2. A separate communication will be addressed to the Commissioners, and to the Local Government, dealing with instances in which the financial provisions of the Calcutta Port Act appear to have been departed from.

3. The printed accounts have been signed by us subject to the remarks which will be found in the separate communication above referred to.

4. The accounts of the Howrah Bridge for the year 1918-19 have also been audited.

A. A. L. PARSONS,  
*Accountant-General, Bengal,*

T. H. WORGAN,  
*Examiner, Outside Accounts, Calcutta.*  
(580—1)





# The Calcutta Gazette

WEDNESDAY, MARCH 10, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 1st March 1920.

#### BORNEO, NORTH-WEST COAST—GREAT NATUNA (BUNGURAN) ISLAND.

##### *Telok Ranai Bay—Existence of shoal.*

*No. 53 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 78 of 1920), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles southward from the easternmost hill summit on Tanjong Senubing.

Lat.  $3^{\circ} 56' 27''$  N., long.  $108^{\circ} 24' 45''$  E.

*Description.*—A shoal about four-tenths of a cable in extent, over which there is a depth of less than 6 feet.

*Charts affected.*—No. 2140, Telok Selahang to Telok Ranai.  
„ 1348, North Natuna islands.

*Publication.*—China Sea Pilot, Vol. IV, 1912, pages 63 and 64.

*Authority.*—Hague Notice No. 1749 of 1919. (H. 6395-19.)

#### JAPAN.

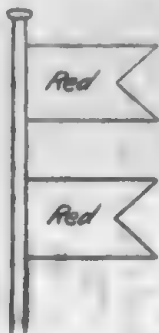
##### *Regulations and Signals with respect to submarines.*

*No. 54 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 111 of 1920), are republished:—

*Former Notice.*—No. 542 of 1919. (This office No. 119 of 1919.)

In order to avoid risk of collisions, etc., arising from the difficulty of recognising submarines operating in the vicinities of seas adjacent to Japan,

vessels navigating or operating in the localities where submarines might be met with are warned to take notice of the following signals:—



- (i) During the operations of submarines two B flags of the International Code are displayed at the masthead or yardarm of the vessel accompanying the submarines, indicating that such submarines are operating within the radius of 5 sea miles. If necessary the direction with respect to the parent vessel will be indicated by signals in the International Code.

- (ii) When vessels recognise any such parent ship exhibiting the above described signal it will be necessary to observe closely her movements and any further signals exhibited by that vessel, and moreover to keep a sharp look-out over the surface of the sea.
- (iii) As submarines usually avoid the channels most used by navigation (except where this is impracticable), vessels should therefore, as far as is possible, endeavour not to proceed outside such usual channels.

Note.—This Notice is a reproduction of the former Notice to Mariners quoted above, which affects the undermentioned Pilots only, for which no Summaries of Notices for 1919 are being issued.

Publications.—Japan Pilot, 1914, page 1.  
China Pilot, Vol. V, 1912, page 17.

Authority.—Tokyo Notice No. 265 of 1918. (H. 303-20.)

### SUMATRA, EAST COAST.

#### *Lucipara Point—Extension of.*

*No. 55 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1920), are republished:—

*Position on chart.*—Lucipara point, lat.  $5^{\circ} 13\frac{1}{2}'$  S., long.  $106^{\circ} 04\frac{1}{2}'$  E.

*Caution.*—The following cautionary note is to be inserted on the chart against the above point, which has extended considerably to the eastward; mariners are warned accordingly.

#### CAUTION.

*“Reported to have extended about one mile further east (1919).”*

*Charts affected.*—No. 2808, South entrance of Banka strait.  
“ 2597, Banka strait.  
“ 2149, Banka and Gaspar straits.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 102.

*Authority.*—Hague Notice No. 1899 of 1919. (H. 6985-19.)

### BAY OF BENGAL—BURMA COAST.

*Rangoon river entrance—Pilot brig “Kyauktan” replaced on station.*

*No. 56 (first publication).*—

*Former Notice.*—No. 21 of 1920.

*Subject.*—The Pilot brig “Kyauktan” was replaced on the Pilot Station on the 23rd February 1920.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White Point, including Gulf of Martaban.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, page 458.

*Authority.*—Deputy Conservator, Port of Rangoon, Notice dated 21st February 1920.

*The 23rd February 1920.*

#### JAPAN—YEZO ISLAND, WEST COAST.

*Teshio—Light established.*

*No. 50 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1920), are republished:—

*Position (approximate).*—Near the mouth of Teshio gawa, and at a distance of  $4\frac{1}{2}$  cables,  $164^{\circ}$  (*S.  $10^{\circ}$  E. Mag.*), from South spit observation spot ▲.

Lat.  $44^{\circ} 53'$  N., long.  $141^{\circ} 44\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. F., 45 ft., vis. 12 m. (*posn. approx.*).

*Characteristics:*

*Character.*—A fixed white light.

*Elevation.*—45 feet.

*Visibility.*—12 miles.

*Power.*—350 candles.

*Structure.*—A wooden post.

*Remarks.*—The light is unwatched.

*Variation.*— $6^{\circ}$  W.

*Charts affected.*—No. 3200, Aikappu misaki to Rebun to, with plan of Teshio gawa guchi.

„ 452, Hokushu island.

„ 2405, The Kúril islands.

*Publications.*—List of Lights, Part VI, 1919, No. 2123a.

Japan Pilot, 1914, page 705.

*Authority.*—Tokyo Notice No. 157 of 1919. (*H. 5023-19.*)

#### EASTERN ARCHIPELAGO—GILLOLO (HALMAHEIRA) ISLAND.

*Buli (Wossa) Bay—Existence of a reef.*

*No. 51 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 64 of 1920), are republished:—

*Position.*—At a distance of 6 miles,  $335^{\circ}$  (*N.  $28^{\circ}$  W. Mag.*), from the centre of Para Para islet, on chart No. 930.

Lat.  $0^{\circ} 51\frac{1}{2}'$  N., long.  $128^{\circ} 27\frac{1}{2}'$  E., on chart No. 942a.

*Depth.*—1½ fathoms.

*Variation.*—3° E.

*Charts affected.*—No. 930, Plan of Bitjoli, or Wossa road.  
 „ 942a, Eastern archipelago—sheet 3.  
 „ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 96.

*Authority.*—Hague Notice No. 2751 of 1919. (H. 9694-19.)

#### PERSIAN GULF.

*Al Kran*—Submerged object reported north-eastward of—

*No. 52 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 10 M. of 1920), are republished :—

*Details.*—The Master of S.S. “Warina” reports that he struck a submerged object in the following position :—

*Position.*—Latitude 27° 48½' N.  
 Longitude 49° 58' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 2837b, Persian Gulf, Western sheet.  
 „ 748b, Indian Ocean, Northern portion.

*Authority.*—The Port Officer, Bombay, dated 3rd February 1920.

*The 16th February 1920.*

#### BRITISH POSSESSIONS.

*Caution when approaching British Ports.*

*No. 43 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1920), are republished :—

#### PART I.

##### CLOSING OF PORTS.

*Former Notice.*—No. 1520 of 1919 (*this office No. 311 of 1919*) hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, referred to in Part III of this Notice, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some of the ports or localities at home or abroad referred to in Part II of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

## PART II.

### EXAMINATION SERVICE.

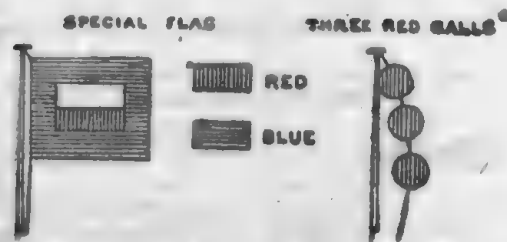
(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad referred to in Part III of this Notice.

(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to bring to at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all-round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border). Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

**By night** the steamer will carry :—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal: "What ship is that?"

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

To lower any boat.

To communicate with the shore or with other ships.

To move the ship.

To work cables.

To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

### PART III.

#### PORTS OR LOCALITIES REFERRED TO.

##### *United Kingdom.*

Alderney.	Guernsey.	Queenstown.
Barrow.	Hartlepool.	River Humber.
Barry.	Harwich.	" Mersey.
Belfast.	Jersey.	" Tay.
Berehaven.	Lerwick.	" Tees.
Blyth.	Lough Swilly.	" Thames.
Clyde.	Milford Haven.	" Tyne.
Cromarty.	Newhaven.	Scapa Flow.
Dover.	Plymouth.	Sheerness.
Falmouth.	Portland.	Sunderland.
Firth of Forth.	Portsmouth.	

##### *Canada.*

Esquimalt.	Halifax.	Quebec.
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##### *Mediterranean.*

Gibraltar.	Malta.
------------	--------

##### *Indian Ocean.*

Aden.	Colombo.	Mauritius.
Bombay.	Karachi.	Rangoon.
Calcutta.	Madras.	

##### *China Sea.*

Hong Kong.	Singapore.
------------	------------

##### *Africa.*

Durban.	Simons bay.
Sierra Leone.	Table bay



<i>Australia.</i>		
Adelaide.	Melbourne	Sydney.
Brisbane.	Newcastle.	Thursday Island.
Fremantle.		
<i>Tasmania.</i>		
Hobart.		
<i>New Zealand.</i>		
Auckland	Port Lyttelton.	
Otago.	Wellington.	
<i>West Indies.</i>		
Bermuda	Port Royal, Jamaica.	

**PART IV.****MINE-SWEEPING OPERATIONS.**

Notice is hereby given that, under the Defence of the Realm Regulations, the following orders have been made by the Lords Commissioners of the Admiralty, and are now in force.

H. M. Vessels engaged in mine sweeping operations off the coasts of the United Kingdom are hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass inside these distances or between the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

**1. SIGNALS THAT WILL BE SHOWN BY DAY.****(a) By vessels working singly :**

A black ball at the foremast head, and a similar ball at each yard arm or where they can best be seen.

Vessels showing this signal are not to be approached nearer than 300 yards.

**(b) By vessels working in pairs :**

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels are not to pass within a distance of 400 yards astern of a single pair of sweepers, or when more than one pair are working in company within a distance of 400 yards astern of rear pair. They are on no account to attempt to pass between pairs working in company.

**2. SIGNALS THAT WILL BE SHOWN BY NIGHT.**

As for day, except that all-round green lights will be used in place of the black balls.

**CAUTION.**

Part IV of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm Regulations and failure to comply with the orders contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

*Note.*

This Notice is a revision of Notice No. 1520 of 1919. (*This office No. 311 of 1919.*)

*Authority.*—The Lords Commissioners of the Admiralty. (*H. 8561-19.*)

AUSTRALIA—NORTH COAST.

*Port Darwin—Rocks reported ; Caution.*

*No. 44 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 15 of 1920), are republished :—

- (a) *Position.*—At a distance of  $6\frac{3}{4}$  cables,  $48^{\circ}$  (*N.  $45^{\circ}$  E. Mag.*), from the northern extremity of Talc head.  
Talc head, lat.  $12^{\circ} 28\frac{1}{2}'$  S., long.  $130^{\circ} 46\frac{1}{4}'$  E.

*Description.*—A 3-fathom patch.

- (b) *Position.*—At a distance of 7 cables,  $89^{\circ}$  (*N.  $86^{\circ}$  E. Mag.*), from the northern extremity of Talc head.

*Description.*—A coral rock, which dries 3 feet at low water.

- (c) *Position.*—At a distance of  $9\frac{3}{4}$  cables,  $140^{\circ}$  (*S.  $43^{\circ}$  E. Mag.*) from the northern extremity of Talc head.

*Description.*—A coral rock, which dries 5 feet at low water.

*Caution.*—The following cautionary note is to be inserted on chart No. 925 :—

*"This survey not having been made in great detail this chart should be used with caution."*

*Variation.*— $3^{\circ}$  E.

*Charts affected.*—No. 925, Port Darwin.

„ 613, Melville island, with Dundas and Clarence straits.

*Publication.*—Australia Pilot, Vol. V., 1914, page 116.

*Authority.*—Navy Office, Melbourne. (*H. 9372-19.*)

CHINA SEA—PESCADORES ISLANDS, PONGHAU HARBOUR APPROACH.

*Tablet Island—Obstruction southward of, removed.*

*No. 45 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 16 of 1920), are republished :—

*Former Notice.*—No. 696 of 1919. (*This office No. 145 of 1919.*)

*Position.*—Lat.  $23^{\circ} 29\frac{1}{2}'$  N., long.  $119^{\circ} 31'$  E.

*Details.*—The obstruction formerly situated about 8 cables southward from Tablet island, together with the red buoys marking the northern and western corners, has been removed and is to be expunged from the charts.

*Charts affected.*—No. 1338, Pescadores islands—Inner anchorages.

„ 1961, Pescadores islands.

„ 1760, The Brothers to Ockseu islands.

*Description.*—China Sea Pilot, Vol. V., 1912, page 127.

*Authority.*—Tokyo Notice No. 336 of 1919. (*H. 9074-19.*)

MALACCA STRAIT--DINDING CHANNEL. SOUTHERN APPROACH.

*Pulo Katak Light—Alteration in Characteristics.*

No. 46 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 28 of 1920), are republished:—

*Position.*—Lat.  $4^{\circ} 09\frac{1}{4}'$  N., long.  $100^{\circ} 36\frac{1}{4}'$  E.

*New abridged description.*—Lt. Gp. Occ. (2), ev. 30 sec. 90 ft. vis. 10 m.

*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A group occulting white light showing two eclipses every thirty seconds.

*Elevation.*—90 feet.

*Visibility.*—10 miles.

*Structure.*—White brick tower 30 feet in height.

*Charts affected.*—No. 792, Dinding islands and channel.

„ 1009, Approaches to Perak river. „

„ 793, Butang group to Pulo Berhala.

„ 1355, Malacca strait.

„ 2760, Aceh head to Chingkuk bay.

*Publications.*—List of Lights, Part VI, 1919, No. 748.

China Sea Pilot, Vol. I, 1916, page 198.

*Authority.*—Harbour Master, Perak. (H. 9494-19.)

AUSTRALIA—EAST COAST.

*Warden Head Light.—Intended alteration in character.*

*Signal Station to be discontinued.*

No. 47 (third publication).—

*Subject.*—The Fixed White Light on Warden head will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 15th May 1920.

*Position.*—Lat.  $35^{\circ} 22'$  S., long.,  $150^{\circ} 31'$  E. on Chart No. 1018.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—15 miles.

*Power.*—1,500 candles.

*Remarks.*—The Light will be unwatched. The Signal Station will be discontinued, and the Lightkeeper withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1018, Montagu island to Beecroft head.

„ 1211, Gabo island to Port Jackson.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2514.

Australia Pilot, Vol. II, 1918, page 461.

*Authority.*—Melbourne Notice No. 2 of 1920.

## SOUTH AUSTRALIA—DENIAL BAY.

*Thevenard harbour entrance—Channel dredged.*

No. 48 (third publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 4 of 1919) that a channel 150 feet wide has been dredged, giving a depth at L.W.S.T. of 24 feet commencing at a point about  $4\frac{1}{2}$  cables E.S.E. of Bird Rock and extending northerly towards Cape Thevenard on a bearing of  $6^{\circ} 45'$  (N.  $3^{\circ} 35'$  E. Mag.). It is marked by four blind piles, unpainted, driven in a straight line about 40 feet from western edge of cutting and distant from each other about 5 cables.

*Approximate position of entrance to the channel.*—Lat.  $32^{\circ} 11'$  S., long.  $133^{\circ} 37' 40''$  E.

This affects Admiralty Chart No. 1061.

*Publications.*—Australia Directory, Vol. I (1907, pp. 151, 152, and Australia Pilot, Vol. I (1918), p. 108.

## SOUTH AUSTRALIA—SPENCER GULF.

*Port Broughton—Light established.*

No. 49 (third publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 7 of 1919) that on and after the night of December 10th, 1919, an unwatched White "Aga" Light, flashing 40 times per minute, and showing over an arc of  $90^{\circ}$  from  $55^{\circ} 10'$  (N.  $50^{\circ} 30'$  E. Mag.) to  $145^{\circ} 10'$  (S.  $39^{\circ} 30'$  E. Mag.) will be exhibited from an open ironwork tower, painted white, on a timber pile structure placed in 14 feet at L.W.O.S.T., one cable seaward from the existing No. 1 Red Beacon, and in line with that Beacon and No. 2 Red Beacon.

The focal plane of the Light is 20 feet above high water, and it should be visible nine miles in clear weather.

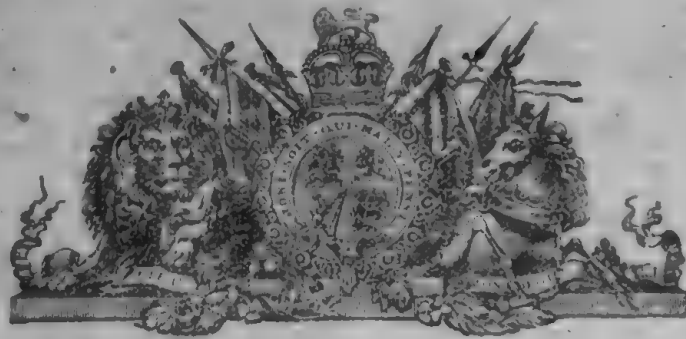
*Approximate position.*—Lat.  $33^{\circ} 33\frac{1}{2}'$  S., long.  $137^{\circ} 52\frac{1}{2}'$  E.

This affects Admiralty Charts Nos. 404 and 2389, and the survey of Port Broughton, dated March, 1914.

*Publications.*—Australia Directory (1907), Vol. I, page 256, and Australia Pilot (1918), Vol. I, page 218.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer, Calcutta.*



**APPENDIX TO**

# **The Calcutta Gazette**

---

**WEDNESDAY, MARCH 10, 1920.**

---

**LIST OF SPECIAL AND COMMON JURORS FOR 1920  
IN THE DISTRICT OF JESSORE.**

# LIST OF SPECIAL JURORS FOR 1920 IN THE DISTRICT OF JESSORE.

Objections to the list will be heard by the Collector and the Sessions Judge on the 6th April 1920 at 11 A.M. in the Court of the Sessions Judge, Jessore.

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Educational qualification.	Health.	Objection, if any.
<b>B</b>							
Banarji, Anukul Chandra	Baguri	Sarsa	Landowner	45	Knows English and Bengali.	Good	No.
" Satish Chandra	Ghorakbali	Narail	Manager, Narail Estate.	48	B. L.	do	No.
" Anadi Nath	Mallikpur	Lobagara	Teacher, Itua School.	44	do.	do	No.
" Ganesh Chandra	Protopkati	Manirampur	Talukdar	33	Undergraduate	do	No.
" Hem Chandra	Dharmapur	Gaighata	Head Master	45	B. A.	do	No.
" Rabaneswar	Jessore Town	Kotwali	Head Master, Zilla School.	45	do.	do	No.
" Lakhan Chandra	Keshabpur	Keshabpur	Doctor	45	Knows English and Bengali.	do	No.
Bhadra, Jogendra Nath	Siddipasa	Abbaynagar	Landholder	57	ditto	do	No.
Bhattacharji, Kulada Bhusan	Suti	Jhenidah	ditto	48	ditto	do	No.
" Indu Bhusan	Digha	Mahmudpur	Teacher	35	Passed Entrance...	do	No.
" Siba Das	Talkhari	Satikha	Zamindar	42	Knows English and Bengali.	do	No.
" Rama Nath	ditto	ditto	ditto	37	ditto	do	No.
Biswas, Matiar Rahman	Bahadurpur	Sarsa	ditto	52	ditto	do	No.
" Charu Chandra	Amini	Jhikargacha	Head Master, School.	30	F. A.	do	No.
" Pulin Behari	Titurkandi	Alfadanga	Zamindar	41	Knows English and Bengali.	do	No.
Basu, Jogendra Nath	Auria	Narail	Dewan, Narail Estate	51	Knows Bengali and English.	do	No.
" Jogendra Nath	Meherpur	Keshabpur	Talukdar	53	ditto	do	No.
" Debendra Lal	Dhuljuri	Mahmudpur	do.	34	ditto	do	No.
" Rakhal Chandra	Kasundi	Magura	Jotedar	38	ditto	do	No.
" Harendra Nath	Raigram	do.	do.	29	Knows Bengali	do	No.
" Narendranath	Sridharpur	Abbaynagar	Zamindar	39	Knows Bengali and English.	do	No.
" Bhuban Mohan	Pathalia	ditto	do.	49	ditto	do	No.
" Sarada Charan	Siddipasa	ditto	Head Master, School.	54	B. A.	do.	No.
" Bhupati Nath	do	ditto	Talukdar	37	Plucked Entrance	do.	No.
" Surendra Nath	Bevagdi	ditto	do	42	B. A.	do.	No.



"	Sasi Kumar	...	Hatbaria	...	Narail	...	Manager, Estate.	Hatbaria	53	do	...	No.
"	Kedar Nath	...	Uzirpur	...	do	...	Dewan, Narail Estate	...	58	Knows and Bengali.	do.	No.
"	Nani Gopal	...	Harisankarpur	...	Jhenidah	...	Talukdar	...	26	Knows Bengali	do.	No.
"	Ambika Charan	...	Bevagdi	...	Abhaynagar	...	Landholder	...	54	Knows and Bengali.	do.	No.
"	Kali Charan	...	Bonkail	...	Alfadanga	...	do	...	60	Plucked M. E. Exa- mination.	Not good, weak.	No.
"	Siddheswar	...	Dongaghata	...	Keshabpur	...	do	...	35	F. A. plucked, knows English well.	Good	No.

### C

Chakrabarti, Lalit Mohan	...	Hogaldanga	...	Sripur	...	Talukdar	...	44	Read up to En- trance.	Good	...	No.
"	Suresh Chandra	Bunagati	...	Salikha	...	Sub-Manager, Dighapatia Raj Estate.	...	43	B.A.	do	...	No.
"	Hriday Nath	Joynagar	...	Naraganti	...	Talukdar	...	53	Knows Bengali	do	...	No.
"	Manmatha Nath	Ichapur	...	Gaighata	...	Assistant Master	...	29	B.A.	do	...	No.
"	Gopal Chandra	Fulbari	...	Saalkupa	...	Jotedar	...	41	Knows and Bengali.	do	...	No.
"	Panchanan	Baisha	...	Jhikargacha	...	do	...	30	Knows Bengali	do	...	No.
Chandra, Aswini Kumar	...	Bagchar	...	Kotwali	...	Zamindar	...	37	Knows and Bengali.	do	...	No.
Chaudhuri, Dinabandhu	...	Uzalpur	...	Jhikargacha	...	Talukdar	...	35	Read up to En- trance.	do	...	No.
"	Indu Bhushan	ditto	...	ditto	...	ditto	...	35	Knows and Bengali.	do	...	No.
Chatarji, Saroj Bhushan	...	Sadhubati	...	Jhenidah	...	ditto	...	38	ditto	do	...	No.

### D

Das, Manindra Nath	...	Mithapur	...	Alfadanga	...	Gantidar	...	38	Knows and Bengali.	Good	...	No.
Das Gupta, Jnanada Kanta	...	Ramnagar	...	Kalia	...	Talukdar	...	46	ditto	do	...	No.
Datta, Sarat Chandra	...	Bankra	...	Jhikargacha	...	Gantidar	...	36	ditto	do	...	No.
Das, Poddar Kanai Lal	...	Lohagara	...	Lohagara	...	Merchant	...	28	B.A.	do	...	No.
"	Hriday Krishna	Narail	...	Narail	...	Sub-Manager, Estate.	Narail	43	B. L.	do.	...	No.
Datta, Khetra Nath	...	Kasundi	...	Magura	...	Pensioner	...	55	Knows and Bengali.	do.	...	No.
"	Bludeb Chandra	...	Gourighona	...	Keshabpur	...	Gantidar	45	ditto	do.	...	No.

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Educational qualification.	Health.	Objection, if any.
<b>D</b>							
Datta, Surja Kanta	Kurigram	Narail	Superintendent, Narail Estate.	32	Undergraduate	Good	No.
" Anadi Nath	Lohagara	Lohagara	Assistant Head Master, Lohagara H. E. School.	32	B. A.	do.	No.
Deb Ray, Girija Bhnsan	Naldanga	Jhenfidah	Zamindar	50	Knows English and Bengali.	do.	No.
<b>G</b>							
Gangali, Haridas	Bandabila	Bagherpara	Kabiraj and Mahajan	38	Knows English and Bengali.	Good	No.
" Hriday Nath	Sarutia	Keshabpur	Talukdar	46	ditto	do.	No.
" Bijoy Chandra	Gunjanagar	Kaliganj	Zamindar	46	Passed Entrance	do.	No.
Ghose, Panchanan	Mandalgati	Kotwali	do.	36	Knows English and Bengali.	do.	No.
" Bidhu Bhnsan	Bansundia	do.	Head Master, M. E. School.	33	ditto	do.	No.
" Debendra Prasad	Chaugacha	Chaugacha	Zamindar	46	ditto	do.	No.
" Manmatha Nath	Gopesena	Keshabpur	Talukdar	48	ditto	do.	No.
" Purna Chandra	North Basuari	Bagherpara	do.	38	ditto	do.	No.
" Rajendra Nath	Nandigram	Alfadanga	Landholder	50	Knows Bengali	do.	No.
" Girija Kanta	South Basuari	Bagherpara	Talukdar	45	Read up to Entrance.	do.	No.
" Jogendra Nath	Manoharpur	Bongaon	Landholder	50	Knows English and Kaviaraj.	do.	No.
" Rajendra Kumar	Baghutia	Abhaynagar	Talukdar	59	Passed B. A.	do.	No.
" Surendra Nath	Do.	ditto	Zamindar	47	Knows English and Bengali.	do.	No.
Ghosal, Ram Brahma	Kulla	Jhikargacha	Gantidar	57	Knows Bengali	do.	No.
Goswami, Manmatha Nath	Bodhkbana	ditto	Landholder	35	ditto	do.	No.
Ghatak, Krishna Kali	Maghi	Magura	Pensioner	33	Knows English and Bengali.	do.	No.
Gon, Jatindra Nath	Matsia	Jhikargacha	Landholder	41	ditto	do.	No.
<b>K</b>							
Kanjilal, Akhay Kumar	Tagarbanda	Alfadanga	Landholder	50	Knows English and Bengali.	Good	No.
Khan, Ebadat Ali	Panail	Ditto	ditto	34	ditto	do.	No.
<b>L</b>							
Lahiri, Trailakya Nath	Harindi	Sripur	Government Pensioner.	57	Knows English and Bengali.	Good	No.

Maulik, Baman Das	Gariala	Jhenidah	Talukdar	40	Knows English and Bengali.	Good	No.	Seldom remains at home.
Maulvi, Fazle Huq	Bankra	Jhikargacha	Jotadar	35	Knows Bengali	do	No.	
" Safiuddin	Buraich	Alfadanga	Talukdar	50	ditto	do	No.	
Molla, Safiuddin	Panail	Ditto	ditto	50	ditto	do	No.	
Mozumdar, Bejoy Chandra	Bamanali	Jhikargacha	Gantidar	36	Knows English and Bengali.	do	No.	
" Hriday Bhusan	Magura	Nawpara	Ditto	35	ditto	do	No.	
" Phani Bhusan	Jatrapur	Kaliganj	Ditto	50	ditto	do	No.	
Mia, Altap Hossain	Srirampur	Alfadanga	Ditto	31	ditto	do	No.	
Mirdha, Mohiuddin	Bidhyadhar	Ditto	Ditto	48	ditto	do	No.	
Mitra, Bhuban Mohan	Bag Srirampur.	Narail	Merchant	41	ditto	do	No.	
" Surendra Nath	Balla	Jhikargacha	Doctor	34	ditto	do	No.	
" Akhil Kumar	Keshabpur	Ditto	Do	45	ditto	do	No.	
" Hem Chandra	Do	Ditto	Naib	49	ditto	do	No.	
" Surendra Nath	Dhulgram	Abhaynagar	Talukdar	47	ditto	do	No.	
Mukbarji, Gridhar	Kundasi	Lohagara	Gantidar	51	ditto	do	No.	
" Prokash Chandra	Lakhipasa.	Ditto	Talukdar	42	ditto	do	No.	
" Hem Chandra	Kotechandpur	Kotechandpur	Manager	49	ditto	do	No.	
" Khirad Bhusan	Chalitabarua	Keshabpur	Talukdar	53	ditto	do	No.	
" Satya Charan	Akaipur	Bongaon	Talukdar and Money-lender.	50	ditto	do	No.	
" Saroda Prosad	Dharampur	Gaighata	Landowner	39	B.A.	do	No.	
" Amrita Lal	Jessore town	Kotwali	Head Master, Sammilani School.	36	Knows English and Bengali.	do	No.	
" Sarat Chandra	Hariharnagar	Mahmudpur	Talukdar	41	Passed F. A.	do	No.	
" Amaresh Chandra	Gunjanagar	Kaliganj	Secretary, Naldanga Raj Estate.	51	Knows Bengali	do	No.	
" Satrugdhana	Gadkhhali	Jhikargacha	Landowner	42	Knows English and Bengali.	do	No.	
Munshi, Anisuddin	N a o g r a m. Sarole.	Lohagara	Gantidar	40	Knows English and Bengali.	Good	No.	
Pal Chaudhuri, Nalini Kanta	Sripur	Sripur	Zamindar	53	B. A.	Good	No.	
Ray, Amrita Lal	Auria	Narail	Professor, Narail Victoria College.	56	Knows Bengali	do	No.	
" Bani Kanta	Narendrapur	Kotwali	Talukdar					

P

R

Name of Jurer.	Residence.	Thana.	Occupation.	Age.	Educational qualification.	Health.	Objection, if any
<b>R</b>							
Ray, Abhay Charan	Bandabila	Bagherpara	Retired Sub-Registrar	55	Knows Bengali and English.	Good	No.
" Kali Prasanna (Rai Sahib).	Satrujitpur	Magura	Jotedar and Pensioner	59	ditto	do	No.
" Sital Chandra	Samta	Sarsa	Landholder	28	ditto	do	No.
" Akhay Kumar	Raipur	Naraganti	Head Master, Kalabaria Middle English School.	39	ditto	do	No.
" Ganga Charan	Do	Do	Talukdar	42	ditto	do	No.
" Bipin Bihari	Ganganandapur.	Jhikargacha	ditto	35	ditto	do	No.
Ray Chaudhuri, Mahendra Nath.	Nawpara	Kotwali	Zamindar	39	ditto	do	No.
<b>S</b>							
Sadhu Khan, Sita Nath Sarkar, Mati Lal	Muktarpur	Manirampur	Talukdar	51	Knows Bengali	Good	No.
" Upendra Lal	Lohagara	Lohagara	ditto	37	Knows Bengali and English.	do	No.
" Robini Kanta	Satrujitpur	Magura	Pensioner	59	ditto	do	No.
" Jogendra Lal	Karundi	Sripur	Talukdar	43	ditto	do	No.
Sen, Kailash Chandra	Kasundi	Magura	ditto	55	ditto	do	No.
" Monmohan	Itna	Lohagara	Teacher, High School.	42	ditto	do	No.
" Saroda Prasanna	do	ditto	Gantidar	41	ditto	do	No.
" Rasik Lal	Chota Kalia	Kalia	Talukdar	40	ditto	do	No.
" Manoda Prasanna	ditto	do	Retired Deputy Magistrate.	58	B. A.	do	No.
" Abinash Chandra	Jessore town	do	Head Clerk, Loan Co	40	do	do	No.
Sen Gupta, Ganga Charan	Rajghat	Nawpara	Landholder	35	M. A.	do	No.
Sikdar, Kedar Nath	Benda	Kalia	Retired Assistant Engineer.	57	Entrance passed.	do	No.
" Bejoy Sankar	Dariapur	Sripur	Talukdar	35	Knows English and Bengali.	do	No.
Syed Nurul Hnq	Sripur	do	ditto	52	Knows Bengali	do	No.
	Mala	Alfadanga	Jotedar	56	Knows English and Bengali.	do	No.

E. M. MANNOOCH, Collector.

# LIST OF COMMON JURORS FOR 1920 IN THE DISTRICT OF JESSORE.

Objections to the list will be heard by the Collector and Sessions Judge on the 6th April 1920, at 11 A.M., in the Court of the Sessions Judge.

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
<b>A</b>					
Acharji, Aghore Nath	Hazrahati	Aalikha	Jotedar	48	
Adhikari, Lolit Mohan	Bhatpara	Abhoynagar	Gantidar	41	
Adya, Jogendra Nath	Ghoragacha	Kotwali	Talukdar	37	
Ahammad, Akhejaddin	Nehalpur	Manirampur	Gantidar	41	
<b>B</b>					
Bagchi, Hari Nath	Saratnagar	Sripur	Talukdar	31	
Banarji, Thakurdas	Bongaon	Bongaon	Landowner	53	
"	Gobrapur	ditto	ditto	40	
"	Lakhipasa	Lohagara	Jotedar and Schoolmaster	50	
"	Itna	ditto	Landholder	47	
"	Matkumra	Gaighatta	Tejarati	54	
"	Inaitpur	Jhenidah	Landholder	51	Unwilling.
"	Kabilpur	Kaliganj	Talukdar	40	
"	Joypur	Lohagara	ditto	31	
"	Mirjapur	Keshabpur	ditto	52	
"	Altapole	ditto	ditto	39	
"	Jamla	Manirampur	Gantidar	44	
"	Diepara	Abbainagar	ditto	44	
"	Basuari	Bagherpara	ditto	28	
"	Nakful	Bongaon	ditto	54	
"	Bagachara	Sarsa	ditto	35	
"	Malikpur	Lohagara	ditto	50	
"	Dighalia	ditto	ditto	47	
"	Bonkail	Alfadanga	ditto	60	
"	Dongaghatta	Keshabpur	ditto	49	
"	Narainpur	ditto	ditto	30	
"	Radhanagar	Bagherpara	Jotedar	42	
"	Dadpur	ditto	Talukdar	42	
"	Bhadradanga	ditto	Gantidar	43	
"	Ghani	Kotwali	Naib	33	
"	Chandpur	Magura	Jotedar	48	

Name of Juror.

Residence.

Thana.

Occupation.

Age.

Remarks.

Basu, Keshab Lal	Kaikhali	Kotwali	Gantidar	46	...
" Hriday Nath	Basundia	do.	ditto	56	...
" Mohendra Nath	Barat	Kaliganj	Talukdar	37	...
" Devendra Nath	Benagdi	Abhaynagar	Gantidar	40	...
" Rakhal Das	Shubhalara	ditto	ditto	32	...
" Rama Nath	Panjia	Keshabpur	Talukdar	39	...
" Rajendra Nath	Paikpara	Abhaynagar	Jotedar	54	...
" Phani Bhusan	Narayanpur	Keshabpur	ditto	48	...
" Prakash Chandra	Purba Srikole	Sripur	Teacher	37	...
" Rakhal Chandra	Kasundi	Magura	Talukdar	38	...
" Krishna Lal	Abaipur	do.	Jotedar	43	...
" Harendra Nath	Raigram	do.	ditto	29	...
" Kedar Nath	Kechuadubi	do.	ditto	53	...
" Debendra Lal	Dhuljuri	do.	ditto	34	...
" Rakhal Das	Palashbaria	Mamudpur	Talukdar	54	...
" Satish Chandra	Harinakundu	ditto	Gantidar	42	...
" Mahendra Nath	Kasbiara	Narail	ditto	40	...
" Ashutosh	Naranpur	Keshabpur	ditto	33	...
" Jogendra Nath	Maharpur	ditto	ditto	35	...
" Indu Bhushan	Chandanga	ditto	Naib	39	...
" Debendra Nath	Kurigram	Narail	Manager, Narail Estate	45	...
" Shashi Kumar	Hatbariya	do.	Manager, Hatbaria Estate	55	...
" Purna Chandra	Jangalbadhal	Bagherpara	Talukdar	55	...
" Ambica Charan	Bevagdi	Abhaynagar	Landholder	55	...
" Siddheswar	Dongaghat	Keshabpur	Gantidar	35	...
" Hridaya Nath	Badha	Narail	Talukdar	55	...
" Bhaduri, Jogeswar	Jagadal	Magura	Jotedar	53	...
Bhattacharji, Nibaran Chandra	Kataltola	Manirampur	Gantidar	50	...
" Haripada	Kamalpur	Kotwali	ditto	38	...
" Ram Das	Chanchara	do.	Pandit	41	...
" Rakhal Das	Toilkupi	Bagherpara	Gantidar	50	...
" Siva Das	Talkhari	Salikha	Talukdar	42	...
" Keshab Lal	Chanchara	Kotwali	Gantidar	43	...
" Annada Charan Bidya-	Lohagara	Lohagara	Teacher	41	...
" bhusan	Parala	Manirampur	Gantidar	42	...
" Kalibar	Barokalia	Kalia	ditto	49	...
" Sita Nath	ditto	do	ditto	48	...
" Rash Bihari	Digha	Mamudpur	Teacher	35	...
" Indra Bhushan	Nabatta	ditto	ditto	45	...
" Ananda Mohan	...	...	...	...	...



"	Shyam Lal	Bhugilhat	Abhaynagar	Rent-free holder	25
"	Rama Nath	Talkhari	Salikha	Talukdar	37
"	Nagendra Nath	Gangrampur	do.	Jotedar	51
"	Kali Kanta	Ichapur	Gaighatta	Landholder	53
"	Keshab Lal	Sakhati	Narail	Talukdar	38
"	Jogesh Chandra	Radhanagar	Bagherpara	Jotedar	47
"	Panchanan	Rupganja	Narail	Superintendent, Narail Estate	50
"	Lalit Mohan	ditto	do.	Moneylender	48
"	Debendra Nath	Mallikpur	Lohagara	Teacher	26
"	Pramatha Bhushan	Tailkupi	Bagherpara	Gantidar	32
"	Girish Chandra	Goga	Sarsa	Moneylender	56
"	Kulada Bhushan	Suti	Jhenidah	Jotedar	48
"	Bhabani Charan	Bandabilla	Bagherpara	ditto	58
"	Nritya Gopal	Nagirat	Sailkupa	ditto	38
"	Balaram, B.A.	Hatchla	Kalia	Landholder	32
Bhaumik, Rakhal Das		Bishnupur	Sailkupa	Talukdar	32
"	Bhaba Bhushan	Nakail	Magura	Jotedar	42
"	Pramatha Nath	Goalpara	Sripur	Teacher	26
Bhuiya, Dabiruddin		Muldair	Narail	Gantidar	53
Biswas, Debendra Nath		Patna	Kalia	ditto	38
"	Jogendralal	Baliadanga	Kaliganj	ditto	56
"	Mobarak Ali	Faila	ditto	ditto	39
"	Kaem	Chandutia	Kotwali	ditto	48
"	Darbesh	Sonashpur	ditto	ditto	46
"	Ebrahim	Daulatpur	ditto	ditto	41
"	Helaluddin	Sonkorpasa	Abhaynagar	Jotedar	47
"	Aminuddin	Jaduria	Jhenidah	Jotedar Mahajan	42
"	Md. Hatim	Agumapara	Sailkupa	Jotedar	46
"	Ismail	Singjuli	Chaugacha	ditto	41
"	Ahmed Ali	Lashkarpur	ditto	ditto	32
"	Melher	Hagra	Bagherpara	Merchant	56
"	Dabiruddin Ahamed	Indira	ditto	Jotedar, P. Panchayet	52
"	Bankim Chandra	Jugibaria	Mamudpur	Talukdar	53
"	Janaki Nath	Srikole	Sripur	ditto	48
"	Mamunatha Nath	Purba Srikole	do.	ditto	27
"	Shashi Pada	Kurigram	Narail	Contractor	37
"	Belatali	Dakhalpur	Harinakundu	Jotedar	45
"	Fazleuddin	Narikelbaria	Jhenidah	do	55
"	Golan Rabbani	Chaudpara	Kaliganj	Gantidar	40
"	Puti Mamud	Patibilla	Chaugacha	Merchant	51
"	Patu	Uairpur	ditto	Talukdar	41
"	Meajan	Bansberia	Kotwali	Merchant	45
"	Rahim Bux	Halsa	ditto	ditto	45
"	Muhammad Kinn	Korchia	ditto	ditto	46

Remarks.

Age.

Occupation.

Thana.

Residence.

Name of Juror.

B

Biswas, Azibor	Narangali	Kotwali	Merchant	...	36	...
" Hachim	Bagama	ditto	ditto	...	33	...
" Pulin Bihari	Titurkandi	Alfadanga	Talukdar and Merchant	...	41	...
" Jogendra Nath	Harishpur	Harinakunda	Jotedar	...	40	...
" Golan Ali	Ambicapur	Bongaon	Landholder	...	54	...
" Golan Moula	Sundarpur	Moheshpur	Zamindar	...	48	...
" Abdul Aziz	Naranpur	ditto	Gantidar	...	42	...
" Madhab Chandra	Majiali	Manirampur	ditto	...	46	...
" Rasik Lal	Sonakur	Jhikargacha	ditto and Naib	...	46	...
" Afeluddin	Mobarakpur	ditto	Gantidar	...	41	...
" Manik	Dhopakhola	Kotwali	ditto	...	35	...
" Mahatapuddin	Teshoria	ditto	ditto	...	38	...
" Manik	Paikpara	Bhagerpara	Jotedar	...	40	...
" Samiruddi	Gobindapur	Harinakunda	Gantidar	...	40	...
" Nibaran Chandra	Shearbor	Lohagara	ditto	...	40	...
" Abdul Mohamed	Chandpara	Moheshpur	ditto	...	35	...
" Mongal Jan	Dhopakhola	Kotwali	ditto	...	42	...

C

Chakladar, Osman	Madghopa	Kotwali	Gantidar	...	42	...
Chakravarti, Suresh Chandra	Bunagauti	Salikha	Sub-Manager, Dighapatia Raj Estate.	...	43	...
" Lalit Mohan	Hogladanga	Sripur	Talukdar	...	43	...
" Ambica Charan	Amalsar	do	ditto	...	57	...
" Trailakshya Nath	Ghullia	Mamudpur	ditto	...	36	...
" Mahim Chandra	Beyra	Sailkupa	Pensioner and Naib	...	52	...
" Upendra Nath	Purakhali	Abhaynagar	Landholder	...	47	...
" Kedar Nath	Lakhipasa	Lohagara	ditto	...	53	...
" Durga Das	Sukhalara	Abhaynagar	ditto	...	47	...
" Panchanan	Dhulgram	ditto	Teacher	...	54	...
" Bipin Bihari	Joynagar	Naraganti	Talukdar	...	44	...
" Mati Lal	Dhulgram	Abhaynagar	ditto	...	48	...
" Kali Nath	Abhaynagar	ditto	ditto	...	31	...
" Hriday Nath	Joynagar	Naraganti	ditto	...	52	...
" Tara Prasanna	Panjia	Keshabpur	ditto	...	33	...
" Bijay Madhub	Mangolkote	ditto	ditto	...	38	...
" Natabar	Ghatbaor	Bongaon	Tejarati	...	58	...
" Nripal Chandra	Sankarpur	Jhikargacha	Landholder	...	41	...
" Satish Chandra	Ghoerghat	Nawpara	ditto	...	38	...
" Ashutosh	Panchakori	Manframpur	ditto	...	37	...

"	Panchanan	...	Dogachia	...	ditto	...	ditto	...	38
"	Rasik Lal	...	Kulsur	...	Kalia	...	Gantidar	...	46
"	Ashtosh	...	Lohagara	...	Lohagara	...	Head Master, Lakshipa H. E. School.	...	49 B.A.
Chandra, Kartic Chandra	...	...	Rakhalgachi	...	Kaliganj	...	Gantidar	...	31
"	Ram Chandra	...	Baruihuda	...	Sailkupa	...	Jotedar	...	39
Chatarji, Hira Lal	...	...	Majpara	...	Narail	...	Landholder	...	46
"	Prio Nath	...	Chhagoria	...	Bangaon	...	Gantidar	...	59
"	Ban Bihari	...	Choubaria	...	ditto	...	ditto	...	33
"	Satish Chandra	...	Jadabpur	...	Maheshpur	...	ditto	...	45
"	Siba Prosad	...	Ichhapur	...	Gaighatta	...	ditto	...	35
"	Saraj Bhushan	...	Sadhubati	...	Jhenidah	...	ditto	...	38
"	Mati Lal	...	Itua	...	Lohagara	...	Talukdar	...	47
"	Kali Prasanna	...	Nawpara	...	Nawpara	...	Naib	...	34
"	Satindra Nath	...	Abhaynagar	...	Abhaynagar	...	Gantidar	...	37
"	Sasti Charan	...	Naranpur	...	Jhenidah	...	ditto	...	40
"	Satya Charan	...	Kotechandpur	...	Kotechandpur	...	Manager for Mr. MacLeod	...	27
"	Nagendra Nath	...	Anjibuta	...	Manirampur	...	Gantidar	...	32
"	Natabar	...	Bharatpur	...	ditto	...	ditto	...	46
"	Chandra Kanta	...	Hanchla	...	Kalia	...	ditto	...	51
"	Makhan Lal	...	Gilapole	...	Sarsa	...	ditto	...	26
"	Gopal Chandra	...	Ramchandrapur	...	Bagherpara	...	ditto	...	42
Chaudhuri, Jatindra Nath	...	...	Panchpota	...	Gaighatta	...	Tejarati	...	36
"	Manindra Nath	...	Dhulani	...	Chaugacha	...	Talukdar	...	32
"	Jatindra Nath	...	Benipur	...	Sailkupa	...	Landholder	...	45
"	Rasik Lal	...	Nischindapur	...	Kaliganj	...	ditto	...	35
<b>D</b>									
Dafadar, Abdul	...	...	Sagenna	...	Jhenidah	...	Jotedar	...	40
Das, Srisb Chandra	...	...	Solemanpur	...	Kotechandpur	...	Merchant	...	49
"	Atal Bihari	...	ditto	...	ditto	...	ditto	...	44
"	Manindra Nath	...	Mithapur	...	Alfadanga	...	Talukdar	...	38
"	Aghore Nath	...	Helanchi	...	Manirampur	...	Gantidar	...	52
"	Upendra Nath	...	Bhawkhali	...	Narail	...	ditto	...	34
"	Mahim Chandra	...	Laujhani	...	Jhikargacha	...	ditto	...	55
"	Ramendra Nath	...	Mulgram	...	Keshabpur	...	Merchant	...	52
Das Gupta, Jnanendra Kanta	...	...	Ramnagar	...	Kalia	...	Landholder	...	46
"	Kartic Prasanna	...	Choto Kalia	...	do	...	Gantidar	...	...
"	Rasik Lal	...	Baro Kalia	...	do	...	Teacher	...	54
"	Priya Nath	...	Benda	...	do	...	Gantidar	...	54
"	Harish Chandra	...	Baro Kalia	...	do	...	Talukdar	...	50
"	Satish Chandra	...	Nawpara	...	Nawpara	...	Kaviraj	...	52
Datta, Bipin Bihari	...	...	Narail	...	Narail	...	Dewan, Narail Estate	...	55

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
<b>D</b>					
Datta, Hriday Krishna	Narail	Narail	Sub Manager, Narail Estate	50	...
" Rajendra Nath	Itna	Lohagara	Landholder	52	...
" Nityananda	Trimohini	Keshabpur	ditto	40	...
" Indu Bhushan	Ghoragacha	Kotwali	Moneylender	37	...
" Hazari Lal	Sajiali	do	Merchant	43	...
" Ram Gopal	Fatepur	do	ditto	42	...
" Manindra Nath	Dhopadi	Nawapara	Gantidar	30	...
" Bani Kanta	Paikpara	Abhoynagar	ditto	46	...
" Akhay Kumar	Kelna	Lohagara	ditto	42	...
" Satis Chandra	Nirbishkhola	Jhikargacha	ditto	40	...
" Surendra Nath	Jagadanandakati	ditto	ditto	36	...
" Jatindra Nath	Ganganandapur	ditto	ditto	31	...
" Janaki Nath	Kasundi	Magura	Jotedar and Pensioner	57	...
" Bhupati Charan	Rajampur	ditto	Jotedar	48	...
" Durga Pada	Ichhapur	Gaighatta	Landholder	37	...
" Surendra Nath	Nircishkhola	Jhikargacha	ditto	35	...
" Dina Nath	Kotechandpur	Kotechandpur	Merchant	44	...
" Kiran Chandra	Monokhali	Salikha	Landholder	38	...
" Bhudeb Chandra	Gourighona	Keshabpur	Gantidar and Talukdar	42	...
" Surjya Kanta	Kurigram	Narail	Superintendent, Narail Estate	32	...
De, Amrita Lal	Sahebat	Kotwali	Moneylender	48	...
" Kumar Nath	Maheshpur	Malishpur	Merchant	40	...
Deb Roy, Girija Bhusan	Naldanga	Kaliganj	Zamindar	50	...
" Sailendra Kumar	Chhandra	Salikha	ditto	35	...
Dhar, Manmatha Nath	Solakhada	Manirampur	Gantidar	37	...
" Sharat Chandra	ditto	ditto	ditto	47	...
" Chandra Bhusan	ditto	ditto	ditto	32	...
<b>G</b>					
Gangali, Ananga Mohan	Itna	Lohagara	Landholder	47	...
" Bijay Chandra	Gunjanagar	Kaliganj	Zamindar	46	...
" Harendra Nath	Joynagar	Naraganti	Moneylender	29	...
Gazi, Asmatulla	Monoharpur	Manirampur	Gantidar	34	...
" Mohamed Ali	Dhuluitola	Lohagara	ditto	45	...
Ghosh, Hira Lal	Bagbutia	Abhayaganagar	ditto	50	...
" Bijay Gopal	Benagdi	ditto	Head Master, Bagutia H. E.	35	...
" Nirod Krishna	Bagbutia	ditto	School	32	...
" Panchanan	Jamalpur	Bagherpara	Talukdar	35	...
" Narendra Nath	Radhanagore	ditto	Gantidar	30	...

Ghosh, Manindra Nath	Baghutia	Abhaynagar	ditto	48
" Rajendra Nath	Nandigram	Alfadanga	Jotedar	50
" Sharat Chandra	Gorepara	Sarsa	Landholder	46
" Khetra Nath	Arippur	Kotwali	ditto	41
" Pramatha Nath	Chapali	Kaliganj	Talukdar	42
" Purna Chandra	Sanko	ditto	ditto	41
" Panchanan	Mangalpoita	ditto	ditto	35
" Kunja Bihari	Maheshkhola	Narail	ditto	52
" Chuni Lal	Benagdi	Abhaynagar	Landholder	39
" Bidhu Bhushan	Baghutia	ditto	ditto	39
" Srish Chandra	Basundia	Kotwali	Merchant	38
" Hari Mohan	Narendrapur	ditto	Gantidar	37
" Prasanna Kumar	Ramkrishnapur	Bagherpara	ditto	40
" Jatindra Nath	Konojpur	Kotwali	ditto	31
" Lalit Mohan	Punjia	Keshabpur	ditto	36
" Shashi Bhushan	Kaemkhola	Manirampur	ditto	47
" Hira Lal	Solokhanda	ditto	ditto	47
" Chiranjib	Tularampur	Narail	ditto	45
" Bankim Chandra	Poschima	Bagherpara	ditto	34
" Surendra Nath	Dantia	Saalkupa	Jotedar	32
" Debendra Nath	Chanchuri	Narail	Gantidar	37
" Sib Nath	Talsar	Kotechandpur	ditto	42
" Purnendu Nath	Durbadanga	Manirampur	ditto	34
" Kedar Nath	Bagdanga	Kotwali	Naib	41
" Dwarika Nath	Soorbor	Lohagara	Landholder	47
" Ganesh Chandra	Kalagachi	ditto	ditto	34
" Bimala Kumar	Basuari	Bagherpara	ditto	38
" Souresh Chandra	Afra	Changacha	ditto	28
" Manmatha Nath	Gopesana	Keshabpur	ditto	35
" Ram Chandra	Majitpur	ditto	ditto	54
" Anukul Chandra	Mangalkote	ditto	ditto	35
" Nepal Chandra	Narail	Narail	Naib	52
" Pramatha Bhushan	Chandpur	Bagherpara	Talukdar	29
" Kunja Bihari	Raghunathpur	Harinakundu	Gantidar	58
" Hrishikesh	Bhadrabila	Narail	Cashier, Hatbaria	43
" Upendra Nath	Lauri	Manirampur	Doctor	28
" Annada Prasad	Dumria	Jhikargacha	Gantidar	40
" Shital Chandra	Bidyandakoti	Keshabpur	ditto	55
" Purna Chandra	Now Basuria	Bagherpara	ditto	38
" Jnanendra Nath	Afra	Narail	ditto	30
" Ghoshal, Dakshina Ranjan	Ghoshnagar	Bagherpara	ditto	45
" Mahitosh	Sauchadanga	Maheshpur	Talukdar	45
" Pulin Bibafi	Benagdi alias Adilpur	Abhaynagar	Money-lender	51
Goswami, Bankabihari	Abhaynagar	ditto	Jotedar	41

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
<b>G</b>					
Goṣwami, Trailakya Nath	Sarsuna	Salikha	Priest and Money-lender	56	...
Guha, Hari Charan	Fatehpur	Kotwali	Gantidar	41	...
Guha Chaudhuri, Tarak Nath	Roypasha	Lohagara	Talukdar	47	...
Guha Ray, Sailaja Nath	Kalicharanpur	Jhenidah	Gantidar	35	...
Gupta, Jogesh Chandra	Magura	Magura	Jotedar	48	...
" Kshitindra Nath	Keshabpur	Keshabpur	Kaviraj	30	...
<b>H</b>					
Halder, Manmatha Nath	Mandardanga	Keshabpur	Talukdar	54	...
" Pradyot Kumar	Saruppur	Kaliganj	Naib	30	...
" Upendra Nath	Nehalpur	Manirampur	Talukdar	44	...
" Anrita Lal	Bijoyrampur	ditto	ditto	47	...
" Jadu Nath	Nehalpur	ditto	ditto	42	...
" Upendra Nath	Bhulat	Sarsa	Zamindar	47	...
Haṛa Chaudhuri, Kedar Sankar	Ramnagar	Kalia	Talukdar	41	...
Huq, Mazharul	Rampur	Sarsa	Landowner	35	...
Hazi, Islamuddin	Peruli	Abhaynagar	ditto	48	...
<b>J</b>					
Joardar, Elahi Baksha	Perojpur	Kaliganj	Gantidar	50	...
" Khorshed Ali	Sura	Harinakundu	ditto	53	...
" Mudin	Dhopbaria	Jhenidah	ditto	41	...
" Jogendra Nath	Rishkhali	Harinakundu	ditto	32	...
" Ahmed Ali	Sura	ditto	ditto	30	...
<b>K</b>					
Kazi, Abdul Jabbar	Sibanandapur	Narail	Jotedar	50	...
" Amanatulla	Shaikhali	Kotawali	Gantidar	41	...
" Habibar Rahman	Mahmudpur	Mahmudpur	Talukdar	42	...
" Fazler Rahman	Azampur	Lohagara	Landowner	35	...
" Atawar Rahman	Kancherkole	Sailkupa	Jotedar	33	...
" Khorshed Ahmed	Altapole	Keshabpur	Pandit	35	...
" Abdur Rauf	Srirampur	Kotechandpur	Landowner	38	...
" Abdus Sukur	Ramanandakati	Salikha	Gantidar	46	...
Khan, Abdur Rahim	Pattanpara	Salikupa	Talukdar	35	...
" Tofal	Bbandarkola	Keshabpur	ditto	48	...
" Ali Ahmad	Mirzapur	Abhaynagar	Headmaster, M. E. School	53	...



Abdus Samad	Galimpur	Kotechandpur	Talukdar	21
" Ebadat Ali	Panial (Panail)	Alfadanga	Gantidar	34
" Alep	Kamanna	Sailkupa	Jotedar	50
Khondakar, Abdul Aziz	Kusababaria	Jhenidah	Gantidar	55
" Nader Hussain	Habulla	Bagherpara	ditto	40
" Ismail Hossain	Nariddia	Jhenidah	ditto	50
" Neser Ali	Habulla	Bagherpara	ditto	35
Kundu, Kedar Nath	Safalkati	Kesbabpur	ditto	35
Kuri, Gaur Charan	Rarikbali	Mahmudpur	Talukdar	52
<b>L</b>				
Lahiri, Gopal Chandra	Gopalpara	Sripur	Jotedar	56
" Trailokya Nath	Harindi	do	Pensioner	57
<b>M</b>				
Mahammad Jharn Biswas	Chalsia	Nawapara	Gantidar	42
" Abdul Gani	Muradgarh	Alfadanga	ditto	37
" Ismail Biswas	Magura	Nawpara	ditto	45
" Hossain	Peruli	Abhaynagar	ditto	29
" Hatem Ali Biswas	Bhatai	Sailkupa	ditto	32
Majhi, Jahar Ali	Babra	Kalia	Talukdar	45
Mia, Altap Hossain	Srirampur	Alfadanga	Gantidar	50
" Dudu	Kalabaria	Naraganti	ditto	43
" Abdur Razzak	Bhutiarganti	Jhenidah	ditto	30
Mir, Golam Kabaria	Nagar Chaprail	Kaliganj	Jotedar	41
" Suratjan	Panisara	Jhikergachha	do	41
" Atawar Rahman	Sidhipasha	Abhaynagar	do	49
" Ear Ali	Basundia	Kotwali	Merchant	46
" Raushan Ali	Rahimpur	Harinakundu	Talukdar	31
" Khorshed Ali	Bhaina	ditto	ditto	40
Mirdha, Mahiuddin	Bidyadbar	Alfadanga	Gantidar	31
Misra, Sati Nath	Santa	Sarsa	Landholder	37
Mitra, Paresb Nath	Gautali	Maheshpur	ditto	50
" Jadu Gopal	ditto	ditto	Zamindar	35
" Ambika Charan	Inaitpur	Jhenidah	Talukdar	45
" Bijay Krishna	Nityanandapur	Sailkupa	Landholder	45
" Paresb Nath	Radhanagar	Bagherpara	Jotedar	42
" Sharat Chandra	ditto	ditto	ditto	55
" Rajendra Lal	Nebutala	Kotwali	Gantidar	43
" Jnanendra Nath	ditto	ditto	ditto	35
" Jogendra Prosad	Chandani	Mamudpur	Talukdar	54
" Natabar	Rajapur	Sripur	Jotedar	37

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
Mitra, Nalini Kanta	Karora	Narail	Talukdar	35	...
" Rakhal Das	Sirajhati	Nawapara	Landholder	52	...
" Sri Nath	Karora	Narail	Talukdar	31	...
" Jatindra Bihari	Sundarpur	Bongaon	Landholder	33	...
" Atul Chandra	Salikha	Kaliganj	ditto	38	...
" Abinash Chandra	Radhanagar	Bagherpara	ditto	32	...
" Jamini Kanta	Kotechandpur	Kotechandpur	ditto	36	...
" Aswini Kumar	Mitrasinga	Kotwali	Naib	31	...
" Purna Chandra	Simulia	Jhinkergacha	Gantidar	41	...
" Keshab Lal	Mobarakpur	Manirampur	ditto	42	...
" Jatindra Nath	Darbanagar	ditto	ditto	35	...
" Rai Charan	Hakoba	ditto	ditto	47	...
" Surendra Nath	Dhulgram	Abhaynagar	Talukdar	47	...
" Hemanta Kumar	Bhadrahat	Narail	President, Panchayet	51	...
" Bijay Chandra	Rajhat	Nawapara	Talukdar	51	...
Molla, Joynal	Hamirbati	Harinakundu	Naib	45	...
" Safiuddin	Panail	Alfadanga	Landholder	49	...
" Abdul Karim	Katoli	Salikha	Jotedar	42	...
" Abdul Aziz	Masindia	Narail	ditto	32	...
" Baser	Bistupur	Kalia	ditto	49	...
" Wahed	Jugni	Salikha	ditto	45	...
" Abdul Gaffur	Gharera	Abhaynagar	Landholder	42	...
" Fazal	Peruli	ditto	ditto	47	...
" Tajeruddin	Charkhada	Narail	Gantidar	45	...
" Moomijaddin	Basudebpur	Jhenidah	Jotedar	48	...
" Abdul Hakim	Kanchanpur	Kalia	ditto	60	...
Mondal, Taleb Ali	Erenda	Kotwali	Merchant	56	...
" Khudiram Kundi	Andulbaria	Bagherpara	Gantidar	40	...
" Bhuban	Gotepara	Sarsa	ditto	40	...
" Wased Ali	Media	Bongaon	Money-lender	34	...
" Behari Lal	Malgram	Keshabpur	Gantidar	39	...
Madak, Manohar Chandra	Maheshpur	Maheshpur	Money-lender	33	...
Maulik, Binod Behari	Chaugacha	Chaugacha	Gantidar	50	...
Maulvi, Safiuddin Molla	Buraich	Alfadanga	Zamindar	50	...
" Hossain Sikdar	Peruli	Abhaynagar	Landholder	57	...
" Modasser Hossain	Mirzapur	ditto	Headmaster, H. E. School	29	...
" Eusofuddin	Kasipur	Manirampur	Gantidar	37	...
" Abdul Matin	Sidhipasa	Abhaynagar	ditto	39	...
" Md. Musa	Keuria	Jhinkergacha	ditto	55	...
" Abdus Sukur	Tagarbandh	Alfadanga	ditto	45	...
" Umedali	Galgalia	Bagherpara	ditto	32	...

Mazumdar, Bepin Behari	Bara Kalia	Kalia	Talukdar	56
Upendra Nath	Fatehpur	Chaugacha	Jotedar	39
Satya Charan	Deapara	Abhayuagar	Gantidar	38
Sasi Bhusan	Dhakuria	Manirampur	ditto	57
Nibaran Chandra	Brahmapur	ditto	ditto	52
Sasadhari	ditto	ditto	ditto	51
Devendra Nath	Nandual	Magura	Talukdar	56
Nagendra Nath	Aria	Jhenidah	Gantidar	32
Rameswar	Pababati	ditto	ditto	46
Phani Bhusan	ditto	ditto	ditto	44
Paresb Nath	Sailkupa	Sailkupa	Teacher	50
Srinath	Lohagara	Lohagara	Talukdar	50
Fazlul Huq	Rastampur	Bagherpara	Jotedar	45
Bhola Nath	Lohagara	Lohagara	Teacher	25
Abinash Chandra	Dhakuria	Manirampur	Gantidar	48
Hriday Bhusan	Magura	Nawapara	ditto	35
Kalikanta	Brahmapur	Manirampur	ditto	45
Pishnu Das	ditto	ditto	Talukdar	40
Mukharjee, Gridhar	Kundashi	Lohagara	Landholder	47
Prokash Chandra	Lakshmipasha	ditto	ditto	50
Monindra Bhusan	Samkurh	Mareshpur	ditto	36
Sita Nath	Ghoshuagar	Bagherpara	Jotedar	42
Amarendra Nath	Naldanga	Kaliganj	Talukdar	37
Amaresh Chandra	Ganjanagar	ditto	Secretary to the Naldanga Estate	36
Phani Bhusan	Harisankarpur	ditto	Landholder	32
Bhabendra Nath	Bankira	Jhenidah	ditto	35
Nalini Bhusan	Kola	Kaliganj	ditto	32
Satya Charan	Kamalpur	Kotwali	Gantidar	36
Sahay Hari	Akaipur	Bongaon	ditto	53
Sarat Chandra	Harinagar	Mahmudpur	ditto	36
Charu Chandra	Chandra	Salikha	Talukdar	28
Girija Nath	ditto	Mahmudpur	ditto	36
Baroda Prosad	Isapur	Gaighatta	Zamindar	32
Panchanan	Jaleswar	ditto	Landowner	30
Rash Behari	Joydia	Kotchandpur	ditto	50
Sudhir Nath	Moheshpur	Maheshpur	Landholder	25
Menajuddin Ahmed	Parnandail	Magura	Gantidar	60
Hanefuddin Ahmed	Khajura	Jhenidah	Landholder	33
Abdul Hamid	Hafajilpur	Sailkupa	Jotedar	40
Bhajan Ali	Harishpur	Harinakundu	ditto	50
Bazle Rahman Biswas	Malanchi	Bagherpara	ditto	46
Anukul Chandra	Changa chi	Sripur	Talukdar	36
Golam Hossain	Benipur	Jhenidah	Teacher	37
Rabman	Manoharpur	Sailkupa	Landholder	42

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
<b>M</b>					
Munshi, Majibar Rahaman	Charbalidia	Mahmudpur	Landholder	52	
" Abdus Samad	Ramchandrapur	Narail	Talukdar	45	
" Tarafuddin	Kusabaria	Jhenidah	Gantidar	30	
" Mosaleddin Sardar	Palsi	Manirampur	ditto	44	
" Abdur Samad	Deapara	Kotwali	ditto	34	
" Ebadulla Mandal	Ghiba	Manirampur	ditto	51	
" Fazle Karim	Ajampur	Bagherpara	ditto	45	
" Eijatullah	Ajmeherpur	ditto	ditto	45	
" Menajuddin	Paschima	ditto	ditto	45	
" Ali Hussain	Kasimpur	Manirampur	ditto	43	
" Aminuddin Ahmed	Alaipur	Magura	ditto	48	
" Ajjar Rahman	Nakoil	do	ditto	34	
" Abdus Samad	Bairpasa	Lohagara	Pensioner	59	
" Abdul Gafur	Goalhuda	Mahespur	ditto	34	
" Abdul Wased Sardar	Guakhola	Nawpara	Gantidar	45	
" Fack Ali	Panchuria	Lohagara	Talukdar	38	
" Raibanuddin	Chandpur	Bagherpara	Gantidar	45	
<b>N</b>					
Nandi, Banamali	Garapota	Bongaon	Gantidar	42	
" Srish Chandra	Rajapur	Sripur	Talukdar	43	
" Sonatan	Kotechandpur	Kotechandpur	Merchant	46	
Nag, Sita Nath	Bongram	Mahmudpur	Gantidar	40	
Nath, Amrita Lal	Chinitola	Manirampur	ditto	42	
<b>P</b>					
Pal, Ambika Charan	Binodpur	Mahmudpur	Teacher	54	
" Shyama Charan	Nawpara	Godkhali	Retired Deputy Postmaster	52	
Pal Chaudhuri, Nalini Kanta	Sripur	Sripur	Talukdar	40	
" Aghore Nath	Sultanpur	Kotwali	Gantidar	47	
Pandey, Bhudhar Chandra	Kaiba	Sarsa	Landowner	32	
Pandit, Golam Sawar	Kola	Lohagara	School Pandit	45	
Pradhan, Bhut Nath	Santa	Sarsa	Zamindar	28	
Pramanik, Banachari	Patibila	Chougacha	Talukdar	46	
" Kishori Lal	Alampur	Maheshpur	Landowner	55	
<b>R</b>					
Raba, Upendra Nath	Barasia	Magura	Jotedar	30	
" Satis Chandra	Kadirpara	Nawapara	Gantidar	40	

"	Manindra Nath	Fatepur	Kotwali	ditto	35
Ray,	Upendra Nath	Auria	Narail	Landholder	46
"	Ganga Charan	Raipur	Naragati	Tejarati	48
"	Bidhu Bhusan	Barabdah	Magura	Jotedar	56
"	Padma Lochan	Satokhali	Salikha	ditto	37
"	Dhanapati	Rakra	Kaliganj	Talukdar	35
"	Basanta Kumar	Ghasiara	Sripur	ditto	29
"	Satis Chandra	Ghoja	Gaighata	Landholder	48
"	Manmasha Bhusan	Kasimpur	Keshobpur	ditto	2
"	Amrita Lal	Jhampa	Manirampur	ditto	52
"	Hira Lal (Sardar)	Goadah	ditto	ditto	34
"	Hari Mohan	Sonatanpur	Harinakundu	Jotedar	46
"	Jogendra Nath	Harinakundu	ditto	ditto	29
"	Nripendra Nath	Taalkupi	Bagherpara	Zamindar	32
"	Akhay Kumar	Raipur	Naraganti	Talukdar	39
"	Tara Prasanna	Suti	Gaighata	Tejarati	35
"	Jogobandhu	Mahammadpur	Mahammadpur	Talukdar	33
"	Jagat Prasanna	Suti	Gaighata	Tejarati	48
"	Sarba Chandra	Dhuliani	Chougacha	Gantidar	56
"	Jatindra Nath	Lobagara	Lohagara	Talukdar	40
"	Satis Chandra	Bodkhana	Jhikargacha	Zamindar	39
"	Debendra Nath	Srirampur	ditto	Landholder	46
"	Kenaram	Sasbadanga	Gaighata	ditto	38
"	Priya Nath	Bevagdi	Abhaynagar	ditto	54
"	Nepal Chandra	ditto	ditto	ditto	54
"	Amrita Lal	Auria	Narail	Professor, Narail Vic. Coll.	60
"	Manindra Nath	Kurigram	do.	Talukdar	45
"	Kali Prasanna (Rai Sahib)	Satrujitpur	Magura	Pensioner	59
"	Basanta Kumar	Rupdia	Kotwali	Gantidar	35
"	Hem Chandra	Strikole	Sripur	Jotedar	44
"	Jogendra Narayan	Chanchra	Kotwali	Zamindar	48
Ray	Chawdhuri, Kamalesh Chandra	Mabeshpur	Mabeshpur	ditto	44
"	Abinash Chandra	ditto	ditto	ditto	45
"	Ananda Mohan	Jessore town	Kotwali	Editor, Jessore Patrika	39
"	Profulla Chandra	Mabeshpur	Mabeshpur	Zamindar	46
"	Lal Mohan	Joydia	Kotechandpur	ditto	44
"	Mati Lal	Shekhati	Narail	Talukdar	34
9					
Sadhu Khan, Uma Charan		Ballamukh	Bagherpara	Jotedar	43
"	Sita Nath	Muktarpur	Manirampur	Talukdar	49
Shaha, Bipin Bibari		Keshabpur	Keshabpur	ditto	49
"	Dharani Dhar	Garibpur	Chaugacha	Merchant	56

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
Shahua, Rajendra Nath	Karimpur	Bagherpara	Talukdar	45	...
" Ram Chandra	Saalkupa	Saalkupa	Merchant	40	...
" Lakhi Kanta	Kharincha	Maheshpur	ditto	45	...
" Shyam Lal	Dhonda	Narail	Talukdar	38	...
Sanyal, Bipin Bihari	Jagdal	Magura	Jotedar	53	...
" Satish Chandra	Kandabila	Maheshpur	Doctor	38	...
Sardar, Eusaf Ali	Solemanpur	Kotechandpur	Gantidar	57	...
" Abdul	ditto	ditto	ditto	55	...
" Ayub Hossain	ditto	ditto	ditto	28	...
" Abdul Latif	Balidab	Manirampur	ditto	44	...
" Gairatulla	Dholirgati	Nawapara	ditto	42	...
" Alek	Joypur	Manirampur	ditto	52	...
" Bazley Rahman	Hazirbag	Jhikargacha	ditto	36	...
" Abdul Jalil	Jaypur	Manirampur	ditto	44	...
" Chand	Kalikapur	Chaugacha	ditto	57	...
" Abed	Patingali	Kotwali	ditto	42	...
Sarkar, Kali Prasanna	Lohagara	Lohagara	Landholder	41	...
" Akhay Kumar	Lehuria	ditto	ditto	46	...
" Mati Lal	Lohagara	ditto	Talukdar	37	...
" Nishi Kanta	Kotakhole	ditto	Trader	36	...
" Jogendra Lal	Kasundi	Magura	Talukdar	55	...
" Kedar Nath	Bongram	do	ditto	55	...
" Sisir Kumar	ditto	do	ditto	55	...
" Upendra Nath	Khasial	Kalia	Gantidar	36	...
" Rabini Kanta	Kurandi	Sripur	Jotedar	31	...
" Shaya Charan	ditto	do	ditto	46	...
" Kunja Bihari	Shamkur	Maheshpur	Merchant	52	...
" Ashutosh	Krishnapur	Saalkupa	Jotedar	45	...
" Pulin Bihari	Bhaina	Harinakundu	ditto	49	...
" Bijay Gopal	Jagdal	Magura	ditto	33	...
" Upendra Lal	Satrujitpur	do	ditto	59	...
" Gadadhar	Solepur	Narail	Talukdar	45	...
" Jadab Chandra	Alukdia	Salikha	Jotedar	57	...
" Jadunath	Bunagati	do	ditto	57	...
" Kshetranath	Itva	Manirampur	ditto	47	...
" Jogendra Nath	Kotakhole	Lohagara	Talukdar	45	...
" Kalipada	Harihora	Saalkupa	Jotedar	35	...
" Manmohan	Itna	Lohagara	Gantidar	42	...
Sen, Manmohan	do	ditto	Teacher, Itna School	42	...
" Kallash Chandra	Chotakalia	Kalia	Talukdar	40	...
" Sarada Prasanna					



Jnanendra Nath	Barakalia	do	ditto	...	33
" Pareashnath	Dari Solai	Salikha	ditto	...	53
" Nitya Gopal	Talkhari	ditto	ditto	...	48
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" Mobarak Hossain	Nawagram	Narail	Jotedar	...	30
" Yakub Hossain	Chancharia	do	Merchant	...	28
" Abdul Gafur	Barandali	Keshabpur	ditto and Pandit	...	40
" Munshi Aminuddin	Dariapur	Narail	Gantidar	...	45
Sen, Jotindra Krishna	Bagchar	Kotwali	Manager, Bagchar Estate	...	41
" Krishna Lal	Kotechandpur	Kotechandpur	Merchant	...	35
" Rajendra Nath	Afra	Narail	Gantidar	...	55
" Chandra Nath	Pachuria	Mahmudpur	ditto	...	46
" Panchanan	Ballia	Jhikargacha	ditto	...	35
" Manada Prasanna	Jessore town	Kotwali	Head Clerk, Loan Co	...	35
Sen Gupta, Ganga Charan	Benda	Kalia	Retired Engineer	...	57
Siromani, Ram Charan	Deapara	Abhaynagar	Teacher	...	54
Sikdar, Bojoy Kumar	Sripur	Sripur	Talukdar	...	52
" Kedar Nath	Dariapur	do	ditto	...	54
" Easin	Paschimna	Bagherpara	Jotedar	...	49
Sett, Behari Lal	Lakhanpur	Sarsa	Landholder	...	29
Singha, Kali Prasanna	Rajarhat	Kotwali	Naib	...	41
Sritiratna, Sashadhar	Deapara	Abhaynagar	Teacher of Tol	...	44
Syed, Nural Huq	Mala	Alfadanga	Landholder	...	56
" Muzaman Hossain	Subharara	Abhaynagar	ditto	...	29
" Abdul Majid	Grihagram	Magura	Jotedar	...	48
" Abdur Rajak	Barisat	Sripur	ditto	...	31
" Syed Ali	Kamalaprataap	Narail	ditto	...	40
" Gulzar Ali	Sibarampur	Magura	Nishkar holder	...	50
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Thakurta, Kedar Nath	Raipasha	Mahmudpur	Gantidar	...	52
Tewari, Sashi Bhushan	Muktadah	Chaugacha	ditto	...	57
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Upadhaya, Ram Rup	Gourighona	Keshabpur	Talukdar	...	59

E. M. MANNOOCH, Collector.



# The Calcutta Gazette

WEDNESDAY, MARCH 17, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 8th March 1920.

#### INDIA, WEST COAST—BOMBAY HARBOUR.

##### *Prongs light—Alteration in character.*

##### *No. 57 (first publication).—*

*Subject.*—Between the 22nd March and 1st April 1920, the character of the Prongs light will be altered from white flashing to white fixed.

*Position.*—Lat.  $18^{\circ}53'$  N., long.  $72^{\circ}48'$  E.

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1919, No. 385.

West Coast of India Pilot, 1909, page 217.

*Authority.*—Director, Royal Indian Marine, Bombay, telegram dated 5th March 1920.

#### INDIA, WEST—BOMBAY COAST.

##### *Bombay floating light-vessel—Temporarily replaced by another light-vessel.*

##### *No. 58 (first publication).—*

The Port Officer, Bombay, has given notice, dated the 25th February 1920, that from about 1st March to about 1st May 1920, the unattended Bombay floating light-vessel will be withdrawn from her station and replaced by a light-vessel painted red and having three masts.

*By Day.*—She will carry a red ball at the main mast head.

*By Night.*—She will exhibit a white light revolving once in every 20 seconds at a height 36 feet above the water line, visible all round the horizon at a distance in clear weather of 10 miles.

*The 1st March 1920.*

BORNEO, NORTH-WEST COAST—GREAT NATUNA (BUNGURAN) ISLAND.

*Telok Ranai Bay—Existence of shoal.*

*No. 53 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 78 of 1920), are republished :—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles southward from the easternmost hill summit on Tanjong Senubing.

Lat.  $3^{\circ} 56' 27''$  N., long.  $108^{\circ} 24' 45''$  E.

*Description.*—A shoal about four-tenths of a cable in extent, over which there is a depth of less than 6 feet.

*Charts affected.*—No. 2140, Telok Selahang to Telok Ranai.  
„ 1348, North Natuna islands.

*Publication.*—China Sea Pilot, Vol. IV, 1912, pages 63 and 64.

*Authority.*—Hague Notice No. 1749 of 1919. (H. 6395-19.)

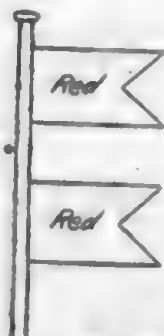
JAPAN.

*Regulations and Signals with respect to submarines.*

*No. 54 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 111 of 1920), are republished :—

*Former Notice.*—No. 542 of 1919. (This office No. 119 of 1919.)

In order to avoid risk of collisions, etc., arising from the difficulty of recognising submarines operating in the vicinities of seas adjacent to Japan, vessels navigating or operating in the localities where submarines might be met with are warned to take notice of the following signals :—



(i) During the operations of submarines two B flags of the International Code are displayed at the masthead or yardarm of the vessel accompanying the submarines, indicating that such submarines are operating within the radius of 5 sea miles. If necessary the direction with respect to the parent vessel will be indicated by signals in the International Code.

- (ii) When vessels recognise any such parent ship exhibiting the above described signal it will be necessary to observe closely her movements and any further signals exhibited by that vessel, and moreover to keep a sharp look-out over the surface of the sea.
- (iii) As submarines usually avoid the channels most used by navigation (except where this is impracticable), vessels should therefore, as far as is possible, endeavour not to proceed outside such usual channels.

*Note.*—This Notice is a reproduction of the former Notice to Mariners quoted above, which affects the undermentioned Pilots only, for which no Summaries of Notices for 1919 are being issued.

*Publications.*—Japan Pilot, 1914, page 1.  
China Pilot, Vol. V, 1912, page 17.

*Authority.*—Tokyo Notice No. 265 of 1918. (H. 303-20.)

## SUMATRA, EAST COAST.

*Lucipara Point—Extension of.*

*No. 55 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1920), are republished :—

*Position on chart.*—Lucipara point, lat.  $3^{\circ} 13\frac{1}{2}'$  S., long.  $106^{\circ} 04\frac{1}{2}'$  E.

*Caution.*—The following cautionary note is to be inserted on the chart against the above point, which has extended considerably to the eastward; mariners are warned accordingly.

## CAUTION.

“*Reported to have extended about one mile further east (1919).*”

*Charts affected.*—No. 2808, South entrance of Banka strait.

„ 2597, Banka strait.

„ 2149, Banka and Gaspar straits.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 102.

*Authority.*—Hague Notice No. 1899 of 1919. (*H. 6985-19.*)

## BAY OF BENGAL—BURMA COAST.

*Rangoon river entrance—Pilot brig “Kyauktan” replaced on station*

*No. 56 (second publication).*—

*Former Notice.*—No. 21 of 1920.

*Subject.*—The Pilot brig “Kyauktan” was replaced on the Pilot Station on the 23rd February 1920.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White Point, including Gulf of Martaban.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, page 458.

*Authority.*—Deputy Conservator, Port of Rangoon, Notice dated 21st February 1920.

*The 23rd February 1920.*

## JAPAN—YEZO ISLAND, WEST COAST.

*Teshio—Light established.*

*No. 50 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1920), are republished :—

*Position (approximate).*—Near the mouth of Teshio gawa, and at a distance of  $4\frac{1}{2}$  cables,  $164^{\circ}$  (S.  $10^{\circ}$  E. Mag.), from South spit observation spot ▲.

Lat.  $44^{\circ} 53'$  N., long.  $141^{\circ} 44\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. F., 45 ft., vis. 12 m. (*posn. approx.*).

## Characteristics :

*Character*.—A fixed white light.*Elevation*.—45 feet.*Visibility*.—12 miles.*Power*.—350 candles.*Structure*.—A wooden post.*Remarks*.—The light is unwatched.*Variation*.—6° W.*Charts affected*.—No. 3200, Aikappu misaki to Rebun to, with plan of Teshio gawa guchi.

„ 452, Hokushu island.

„ 2405, The Kuril islands.

*Publications*.—List of Lights, Part VI, 1919, No. 2123a.

Japan Pilot, 1914, page 705.

*Authority*.—Tokyo Notice No. 157 of 1919. (H. 5023-19.)

## EASTERN ARCHIPELAGO—GILLOLO (HALMAHEIRA) ISLAND.

*Buli (Wossa) Bay*—Existence of a reef.*No. 51 (third publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 64 of 1920), are republished :—*Position*.—At a distance of 6 miles, 335° (N. 28° W. Mag.), from the centre of Para Para islet, on chart No. 930.

Lat. 0° 51½' N., long. 128° 27½' E., on chart No. 942a.

*Depth*.—1½ fathoms.*Variation*.—3° E.*Charts affected*.—No. 930, Plan of Bitjoli, or Wossa road.

„ 942a, Eastern archipelago—sheet 3.

„ 1263, China sea.

*Publication*.—Eastern Archipelago Pilot, Part III, 1911, page 96.*Authority*.—Hague Notice No. 2751 of 1919. (H. 9694-19.)

## PERSIAN GULF.

*Al Kran*—Submerged object reported north-eastward of—*No. 52 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 10 M. of 1920), are republished :—*Details*.—The Master of S.S. "Warina" reports that he struck a submerged object in the following position :—*Position*.—Latitude 27° 48½' N.

Longitude 49° 58' E.

*Caution*.—Mariners are hereby warned accordingly.*Charts temporarily affected*.—No. 2857b, Persian Gulf, Western sheet.

„ 748b, Indian Ocean, Northern portion.

*Authority*.—The Port Officer, Bombay, dated 3rd February 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, MARCH 24, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 16th March 1920.

#### BRITISH NORTH BORNEO, EAST COAST—DARVEL BAY. °

*Langas Island—Shoal south-westward of.*

*No. 59 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1920), are republished :—

*Position.*—At a distance of about one mile south-westward from the 360 ft. summit on Langas island.

Lat.  $4^{\circ} 31' 45''$  N., long.  $118^{\circ} 31' 10''$  E.

*Description.*—The shoal is about 20 yards in extent, with a least depth of 3 feet (rock and coral).

*Charts affected.*—No. 1680, Darvel bay.

„ 1681, Northern shore of Sibuko bay.

„ 2576, Sulu archipelago and north-east coast of Borneo.

„ 2660b, China sea, southern portion—eastern sheet.

• *Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 209.

*Authority.*—Superintendent of Shipping, Sandakan. (H. 270-20)



## BORNEO, SOUTH COAST—BARITO RIVER APPROACH.

*Barito Light-Vessel—Temporarily replaced by light-boat.*

*No. 60 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 139 of 1920), are republished :—

*Position.*—At a distance of about 5½ miles southward from Tanjong Burung.

Lat. 3° 39' S., long. 114° 30½' E.

*Details.*—Barito light-vessel, formerly exhibiting an occulting white light, has been damaged and sunk ; the station is temporarily marked by a light-boat exhibiting a *fixed white* light.

*Charts temporarily affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur.

„ 941b, Eastern archipelago—sheet 11.

*Publications.*—List of Lights, Part VI, 1919, No. 1076.

Eastern Archipelago Pilot, Part II, 1913, page 333 ;  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 2852 of 1919. (*H. 132-20.*)

## CHINA, EAST COAST.

*Chifu (Yentai) Approach—Correction to Chart No. 2459 with regard to rock.*

*No. 61 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 146 of 1920), are republished :—

*Former Notice.*—No. 1646 of 1919. (*This Office No. 319 of 1919.*)

*Position.*—At a distance of about 16 miles northward of Chifu light-house.

Lat. 37° 48' 00" N., long. 121° 30' 00" E.

*Correction.*—The 4½-fathom rock in the above position, referred to in the former Notice, is not shown on some copies of chart No. 2459 and is to be inserted.

*Chart affected.*—No. 2459, North-west Pacific ocean, &c.

*Authority.*—Hydrographic Department. (*H. 219-20.*)

## JAPAN—INLAND SEA, BI-SAN SETO.

*Ogi Jima—Wreck north-eastward of, removed.*

*No. 62 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 147 of 1920), are republished :—

*Former Notice.*—No. 1181 of 1919. (*This office No. 257 of 1919.*)

*Position.*—At a distance of about  $7\frac{1}{2}$  cables north-eastward from Ogi jima lighthouse.

Lat.  $34^{\circ} 26\frac{1}{2}'$  N., long.  $134^{\circ} 04'$  E.

*Remarks.*—The wreck of the SS. *Naoetsu Maru*, formerly situated in the above position, has been removed.

*Charts affected.*—No. 1969, Ozuchi jima to Funoko sima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 363 of 1919. (H. 215-20.)

#### JAPAN, INLAND SEA—SHIMONOSEKI KAIKYO, WESTERN ENTRANCE.

*Kasa Ze shoal—Wreck westward of.*

*No. 63 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 148 of 1920), are republished :—

*Position.*—At a distance of about 4 cables westward from Kasa ze shoal, and two miles and one-quarter of a cable,  $305^{\circ}$  (N.  $50^{\circ}$  W. Mag.), from Manaita Iwa lighthouse.

Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 51\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a sailing vessel, with masts showing about 6 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 354 of 1919. (H. 213-20.)

#### SUMATRA, WEST COAST.

*Cape Felix ; Pulo Tapak ; Pulo Nias and Pulo Pinie—Amendments to chart with regard to shoals in vicinity of.*

*No. 64 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 150 of 1920), are republished :—

*Position.*—Cape Felix, lat.  $3^{\circ} 44'$  N., long.  $96^{\circ} 30'$  E.

Batu Belobang, Pulo Pinie, lat.  $0^{\circ} 09'$  N., long.  $98^{\circ} 30'$  E.

*Details.*—The accompanying reproduction of portions of chart No. 2760 show certain necessary amendments with regard to rocks and shoals off Cape Felix and Pulo Tapak, and to the northward and south-eastward of Pulo Pinie.

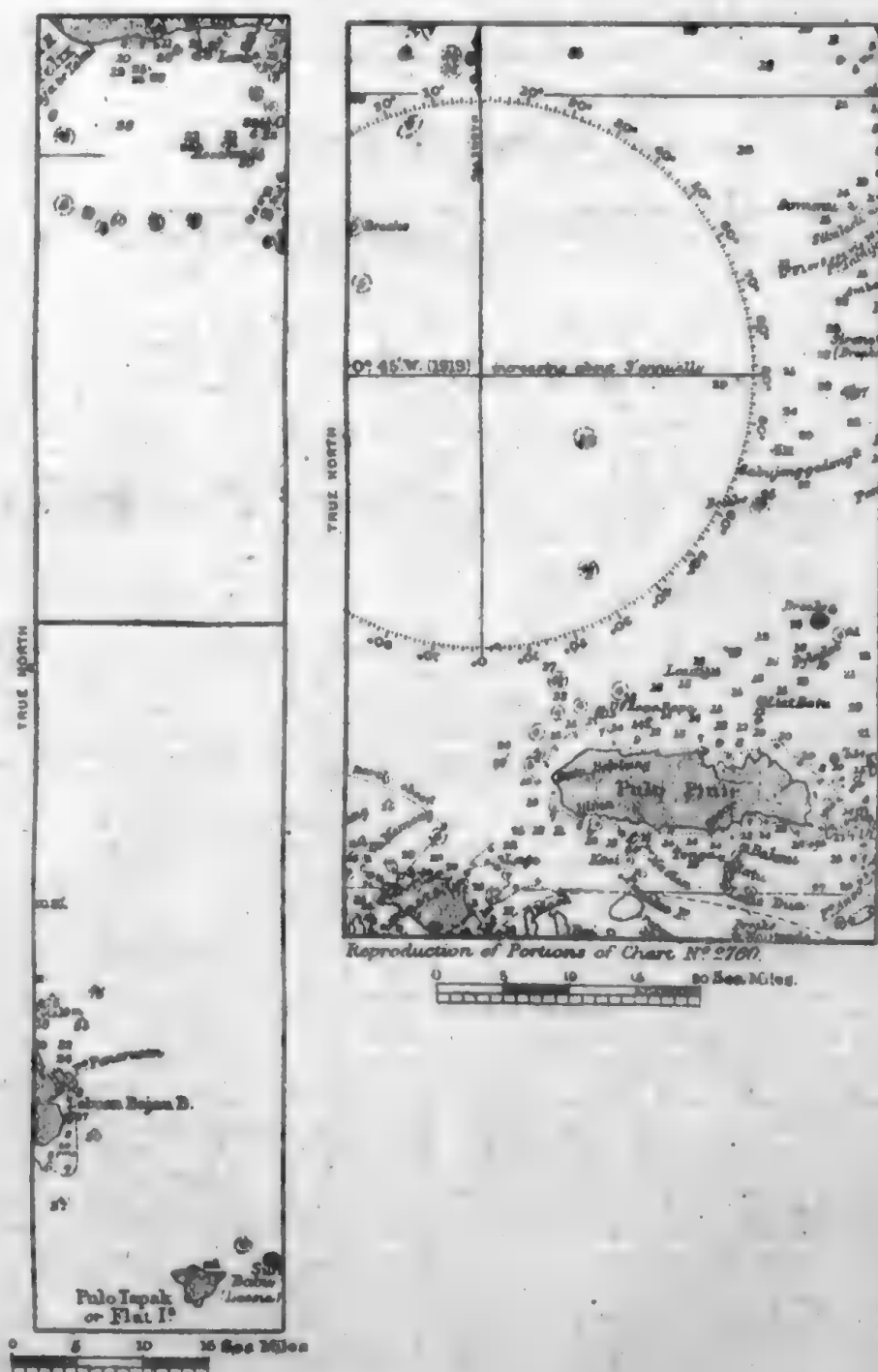
*Remarks.*—It will be noticed that Success and Lawee reefs, which according to latest information do not exist, have been omitted from the reproduction. These two reefs are to be expunged from chart No. 748*b*, and the depth of 10 fathoms in lat.  $0^{\circ} 34\frac{1}{2}'$  N., long.  $98^{\circ} 32\frac{1}{2}'$  E., shown on the reproduction, is to be inserted on that chart.

*Charts affected.*—No. 2760, Acheh head to Chingkuk bay.

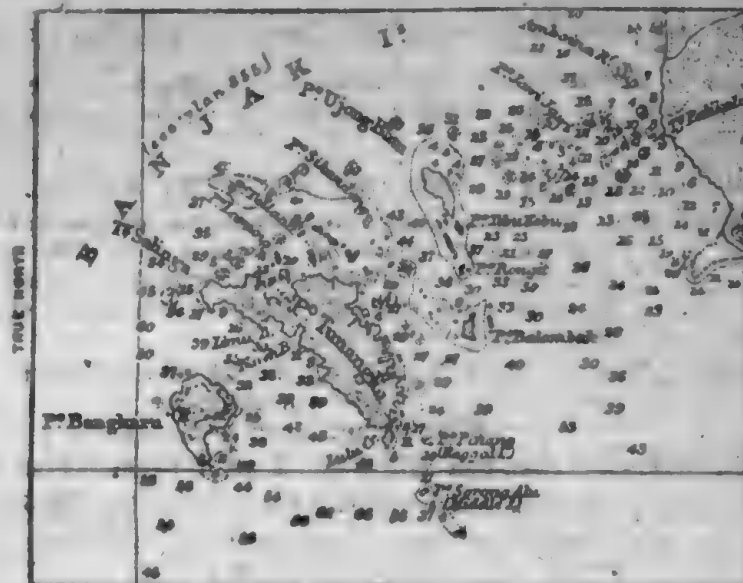
„ 748*b*, Indian ocean—northern portion.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 324, 325, 326, 355-421, 447.

*Authority.*—Netherlands Government Charts. (H. 9429-19.)







Reproduction of Portion of Chart N° 8700

0 10 20 30 Sea Miles.



Reproduction of Portion of Chart N° 855

0 5 10 Sea Miles.

## CHINA, EAST COAST.

*Kyau Chau Bay Entrance—Light-and-Bell-Buoy and Light-and-Whistle-Buoy established in place of Buoys.*

*No. 66 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 158 of 1920), are republished :—*

(1) No. 6 light-and-bell-buoy :

*Position.*—At a distance of about 2 cables eastward from the position formerly occupied by No. 6 bell-buoy, which has been withdrawn, and  $2\frac{1}{4}$  cables  $314^\circ$  (N.  $42^\circ$  W. Mag.), from Horse Shoe rock light-beacon.

Lat.  $36^\circ 04\frac{1}{2}'$  N., long.  $120^\circ 17'$  E.

*Description.*—A light-and-bell-buoy, painted red and numbered "6," exhibiting a *flashing white light every three seconds.*

**(2) No. 8 light-and-whistle-buoy.**

*Position.*—At a distance of about 2 cables eastward from the position formerly occupied by No. 8 whistle buoy, which has been withdrawn, and  $3\frac{3}{4}$  cables  $137^{\circ}$  (*S.  $39^{\circ}$  E. Mag.*), from Yu-nui-san lighthouse.  
 Lat.  $36^{\circ} 02\frac{1}{2}'$  N., long.  $120^{\circ} 17'$  E.

*Description.*—A light-and-whistle-buoy, painted red and numbered "8," exhibiting a *flashing white light every three seconds*.

*Variation.*— $4^{\circ}$  W.

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay (2).

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 175 of 1919. (*H. 5108-19.*)

## PERSIAN GULF.

*Bunder-Abbas—Submarine cable removed.*

*No. 67 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 15M. of 1920), are republished :—

*Former Notices.*—60-M. of 1919 (Admiralty Nos. 1517 and 1846 of 1919). (*This office No. 277 of 1919.*)

*Position.*—Bunder-Abbas Cable House :—

Lat.  $27^{\circ} 11' 20''$  N.

Long.  $56^{\circ} 17' 50''$  E.

*Details.*—The Telephone Cable, which connected the mooring buoy that was removed on the 14th August 1919, no longer exists.

*Date removed.*—Picked up by I. G. T. S. "Patrick Stewart" on 20th November 1919.

*Charts affected.*—No. 3599, Plan of Bunder-Abbas.

„ 753, Entrance of the Persian Gulf.

*Publication.*—Persian Gulf Pilot, 1915, page 202; Supplement No. 4, 1919.

*Authority.*—Surveyor in charge, Marine Survey of India.

## PERSIAN GULF.

*Kishm Island—Light buoy out of position and not burning.*

*No. 63 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 16M. of 1920), are republished :—

*Position.*—Lat.  $26^{\circ} 57' 10''$  N.

Long.  $56^{\circ} 18' 22''$  E.

*Details.*—Information has been received from the Port Officer, Bombay, that the Master of SS "Palitana" reports that the light buoy, exhibiting a white flashing light, moored eastward of Kishm fort, is out of position and is not burning.

*Charts temporarily affected.*—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 206.

Indian List of Lights, 38th Issue, 1919, No. 40.

*Authority.*—Director of the Royal Indian Marine, Bombay, 25th February 1920.



## AUSTRALIA, EAST COAST.

*Cairns harbour, entrance channel—Clock-beacon and tide-gauge structure disappeared.*

*No. 69 (first publication).—*The Port Master, Brisbane, has given Notice (No. 1 of 1920) that as a result of the recent cyclone, the clock-beacon and tide-gauge structure at the entrance channel, Cairns Harbour, has disappeared.

Until the position of the wreckage of the beacon has been ascertained, masters of vessels are requested to observe due caution when navigating the locality in which the beacon formerly stood.

*Charts affected*—Nos. 3133, 2350, 2924 : Australia Directory, vol. II.

*The 8th March 1920.*

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs light—Alteration in character.*

*No. 57 (second publication).—*

*Subject.*—Between the 22nd March and 1st April 1920, the character of the Prongs light will be altered from white flashing to white fixed.

*Position.*—Lat. 18°53' N., long. 72°48' E.

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1919, No. 385.

West Coast of India Pilot, 1909, page 217.

*Authority.*—Director, Royal Indian Marine, Bombay, telegram dated 5th March 1920.

## INDIA, WEST—BOMBAY COAST.

*Bombay floating light-vessel—Temporarily replaced by another light-vessel.*

*No. 58 (second publication).—*

The Port Officer, Bombay, has given notice, dated the 25th February 1920, that from about 1st March to about 1st May 1920, the unattended Bombay floating light-vessel will be withdrawn from her station and replaced by a light-vessel painted red and having three masts.

*By Day*—She will carry a red ball at the main mast head.

*By Night*—She will exhibit a white light revolving once in every 20 seconds at a height 36 feet above the water line, visible all round the horizon at a distance in clear weather of 10 miles.

*The 1st March 1920.*

## BORNEO, NORTH-WEST COAST—GREAT NATUNA (BUNGURAN) ISLAND.

*Telok Ranui Bay—Existence of shoal.*

*No. 53 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 78 of 1920), are republished :—

*Position.*—At a distance of about 1½ miles southward from the easternmost hill summit on Tanjong Senubing.

Lat. 3° 56' 27" N., long. 108° 24' 45" E.

*Description.*—A shoal about four-tenths of a cable in extent, over which there is a depth of less than 6 feet.

*Charts affected.*—No. 2140, Telok Selahang to Telok Kanai.

„ 1348, North Natuna islands.

*Publication.*—China Sea Pilot, Vol. IV, 1912, pages 63 and 64.

*Authority.*—Hague Notice No. 1749 of 1919. (H. 6395-19.)

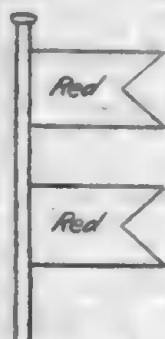
## JAPAN.

### *Regulations and Signals with respect to submarines.*

*No. 54 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 111 of 1920), are republished:—

*Former Notice.*—No. 542 of 1919. (This office No. 119 of 1919.)

In order to avoid risk of collisions, etc., arising from the difficulty of recognising submarines operating in the vicinities of seas adjacent to Japan, vessels navigating or operating in the localities where submarines might be met with are warned to take notice of the following signals:—



(i) During the operations of submarines two B flags of the International Code are displayed at the masthead or yardarm of the vessel accompanying the submarines, indicating that such submarines are operating within the radius of 5 sea miles. If necessary the direction with respect to the parent vessel will be indicated by signals in the International Code.

(ii) When vessels recognise any such parent ship exhibiting the above described signal it will be necessary to observe closely her movements and any further signals exhibited by that vessel, and moreover to keep a sharp look-out over the surface of the sea.

(iii) As submarines usually avoid the channels most used by navigation (except where this is impracticable), vessels should therefore, as far as is possible, endeavour not to proceed outside such usual channels.

*Note.*—This Notice is a reproduction of the former Notice to Mariners quoted above, which affects the undermentioned Pilots only, for which no Summaries of Notices for 1919 are being issued.

*Publications.*—Japan Pilot, 1914, page 1.

China Pilot, Vol. V, 1912, page 17.

*Authority.*—Tokyo Notice No. 265 of 1918. (H. 303-20.)

## SUMATRA, EAST COAST.

### *Lucipara Point—Extension of.*

*No. 55 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1920), are republished:—

*Position on chart.*—Lucipara point, lat.  $3^{\circ} 13\frac{1}{2}'$  S., long.  $106^{\circ} 04\frac{1}{2}'$  E.

*Caution.*—The following cautionary note is to be inserted on the chart against the above point, which has extended considerably to the eastward; mariners are warned accordingly.

## CAUTION.

*"Reported to have extended about one mile further east (1919)."*

*Charts affected.*—No. 2808, South entrance of Banka strait.

„ 2597, Banka strait.

„ 2149, Banka and Gaspar straits.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 102.

*Authority.*—Hague Notice No. 1899 of 1919. (H. 6985-19.)

## BAY OF BENGAL—BURMA COAST.

*Rangoon river entrance—Pilot brig "Kyauktan" replaced on station*

*No. 56 (third publication).—*

*Former Notice.*—No. 21 of 1920.

*Subject.*—The Pilot brig "Kyauktan" was replaced on the Pilot Station on the 23rd February 1920.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White Point, including Gulf of Martaban.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, page 458.

*Authority.*—Deputy Conservator, Port of Rangoon, Notice dated 21st February 1920.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, MARCH 31, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 24th March 1920.

#### JAVA, NORTH COAST.

*Inderamayu West Road—Light-Buoy to be replaced by Buoy.*

No. 70 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 175 of 1920), are republished :—

*Date of alteration.*—Very shortly.

*Position.*—On the eastern side of Inderamayu west road.

Lat.  $6^{\circ} 14'$  S., long.  $108^{\circ} 13\frac{1}{2}'$  E.

*Details.*—The red and black horizontally striped light-buoy with occulting white light will be replaced by a black conical buoy with ball topmark.

*Note.*—No further Notice will be given.

*Charts affected.*—No. 1653, Island of Java—western portion.

„ 941a, Eastern archipelago—sheet I.

*Publication.*—Eastern Archipelago Pilot. Part II, 1913, page 108.

*Authority.*—Hague Notice No. 2458 of 1919. (H. 8987-19.)

#### JAVA, NORTH COAST—BATAVIA ROADS.

(1) *Jong (Junk Reef, —Buoy established ; Buoy withdrawn.*

(2) *Hordyk (Blommenhal) Rock-Buoy withdrawn.*

No. 71 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 189 of 1920), are republished :—

##### (1) **Jong (Junk reef).**

*Position.*—On the northern edge of the reef at a distance of about  $1\frac{1}{2}$  cables north-westward from the position formerly occupied by the black can buoy with cone topmark, which has been withdrawn.

Lat.  $5^{\circ} 51' 00''$  S., long.  $106^{\circ} 39' 10''$  E.

*Description.*—A white conical buoy with ball topmark.

**(2) Hordyk (Blommenthal) Rock.**

*Position.*—Lat.  $5^{\circ} 57' S.$ , long.  $106^{\circ} 36\frac{1}{2}' E.$

*Details.*—The black can buoy with cone topmark, formerly marking the south-eastern edge of the rock, has been withdrawn.

*Charts affected.*—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches.

„ 1653, Island of Java—western portion.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 81, 85.

*Authority.*—Hague Notice No. 2851 of 1919. (*H. 131-20.*)

**EASTERN ARCHIPELAGO—ARU ISLANDS.**

*Pulo Wamar—Discoloured Water reported south-westward of.*

*No. 72 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 198 of 1920), are republished :—

*Position.*—At a distance of about 24 miles south-westward of Pulo Wamar.

Lat.  $5^{\circ} 50' 30'' S.$ , long.  $134^{\circ} 07' 50'' E.$

*Details.*—Discoloured water, indicating the possible existence of a shoal, was sighted by the SS. *Mossel* in the above position.

*Note.*—The position is to be encircled by a danger line on the charts and marked “*Discold water (1919).*”

*Chart affected.*—No. 470, Aru islands.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 188.

*Authority.*—Hague Notice No. 2294 of 1919. (*H. 9539-19.*)

**JAVA—NORTH COAST.**

*Batavia Roads and approaches—Alterations in Buoyage.*

*No. 73 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 214 of 1920) are republished :—

**(1) Buoys withdrawn :**

(a) *Position.*—On the southern side of Pas op shoal.  
Lat.  $6^{\circ} 04\frac{1}{2}' S.$ , long.  $106^{\circ} 49' E.$

*Description.*—Black can buoy.

(b) *Position.*—On the northern side of Karang di Tenga reef.  
Lat.  $5^{\circ} 59\frac{1}{2}' S.$ , long.  $106^{\circ} 35' E.$

*Description.*—White conical buoy with ball topmark.

(c) *Position.*—Marking Lekapo reef.  
Lat.  $5^{\circ} 56\frac{1}{2}' S.$ , long.  $106^{\circ} 40' E.$

*Description.*—White conical buoy with ball topmark.

(d) *Position.*—Marking Menjumbang reef.  
Lat.  $5^{\circ} 53\frac{1}{2}' S.$ , long.  $106^{\circ} 39\frac{1}{2}' E.$

*Description.*—Red conical buoy with ball topmark.

(e) *Position.*—Marking Panjang di Laut reef.  
Lat.  $5^{\circ} 52\frac{1}{2}' S.$ , long.  $106^{\circ} 38\frac{1}{2}' E.$

*Description.*—White conical buoy with ball topmark.

## (2) Alteration in description of buoys:

(a) *Position*.—On southern side of Neerstuk reef.Lat.  $6^{\circ} 04\frac{1}{2}'$  S., long.  $106^{\circ} 50'$  E.*New Description*.—Black can buoy with truncated cone topmark.(b) *Position*.—On northern edge of Edam reef.Lat.  $5^{\circ} 56\frac{1}{2}'$  S., long.  $106^{\circ} 50\frac{1}{2}'$  E.*New Description*.—White conical buoy with ball topmark.(c) *Position*.—On southern side of Tongara reef.Lat.  $5^{\circ} 54\frac{1}{2}'$  S., long.  $106^{\circ} 31\frac{1}{2}'$  E.*New Description*.—Black can buoy with truncated cone topmark.

## (3) Alteration in position of buoys:

(a) *New position*.—On the southern side of Telegraaf reef, at a distance of about  $1\frac{1}{2}$  cables south-westward from former position.Lat.  $6^{\circ} 04' 29''$  S., long.  $106^{\circ} 51' 51''$  E.*Description*.—Black and white horizontally striped spherical buoy with cross-shaped topmark.(b) *New position*.—At a distance of about one cable southward from former position on Van Dorth shoal.Lat.  $6^{\circ} 04' 09''$  S., long.  $106^{\circ} 52' 34''$  E.*Description*.—Black and white horizontally striped conical buoy with ball topmark.(c) *New position*.—On the northern side of Ujong reef, at a distance of about  $3\frac{1}{2}$  cables northward from former position.Lat.  $5^{\circ} 55' 22''$  S., long.  $106^{\circ} 41' 09''$  E.*Description*.—White conical buoy with ball topmark.(d) *New position*.—Marking Jantur reef, south-westward of Tandul reef, at a distance of about 3 cables westward from former position.Lat.  $5^{\circ} 54' 25''$  S., long.  $106^{\circ} 38' 08''$  E.*Description*.—Black can buoy with truncated cone topmark

## (4) Alteration in position and description of buoy:

*New position*.—On the southern side of Delima reef, at a distance of about  $1\frac{1}{2}$  cables southward from former position,Lat.  $5^{\circ} 53' 24''$  S., long.  $106^{\circ} 36' 42''$  E.*New description*.—A black can buoy with truncated cone topmark, and not a red conical buoy with ball topmark as formerly shown on the charts.*Charts affected*.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches.

„ 1653, Island of Java—western portion.

*Publication*.—Eastern Archipelago Pilot, Part II., 1913, pages 79, 80, 82, 83, 89, 90, 91, 94, 95; Revised Supplement (2), 1918.*Authority*.—Hague Notice No. 2622 of 1919. (H. 9333-19.)



## BORNEO, SOUTH-EAST COAST—PULO LAUT STRAIT.

*Stagen—Existence of Pier ; Lights established.*

*No. 74 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 215 of 1920), are republished :—

## (1) Existence of pier :

*Position.*—Between the Great and Little Setagin rivers, and at a distance of about 100 yards to the south-westward of the pier shown on the plan of Pulo Laut strait on chart No 2662.

Lat.  $3^{\circ} 17' S.$ , long.  $116^{\circ} 09' E.$

*Details.*—The new pier is about 100 yards in length and parallel to that mentioned above

## (2) Lights established :

(a) *Position.*—On the water tower at the inner end of the northern most pier.

*Abridged description.*—Lt. F., Red 46 ft., vis. 7 m.

*Details :*

*Character.*—A fixed red light.

*Elevation.*—46 feet.

*Visibility.*—7 miles.

*Structure.*—Water tower.

(b) *Position.*—At the outer extremities of the two piers mentioned in (1) above.

*Abridged description.*—Lt. F.

*Details.*—The characteristics of each of the lights are as under-mentioned :—

*Character.*—A fixed white light.

*Visibility.*—5 miles.

*Structure.*—Lamppost.

*Note.*—The notation on chart No. 2662 against these piers is to be altered to read :—"Piers (2 Lts. F.)."

*Charts affected.*—No. 2662, Plan of Pulo Laut strait.

„ 2637, Makassar strait—southern part.

*Publications.*—List of Lights, Part VI., 1920, Nos. 1067a, b & c.

Eastern Archipelago Pilot, Part II., 1913, page 346 ;  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 2625 of 1919. (H. 9336-19.)

## JAVA, NORTH-EAST COAST—SURABAYA STRAIT, NORTHERN ENTRANCE.

*Amendments to Charts with regard to Shoals and Depths.*

*No. 75 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 217 of 1920), are republished :—

*Position.*—Jamuang reef beacon, lat.  $6^{\circ} 55\frac{1}{2}' S.$ , long.  $112^{\circ} 44' E.$

*Details.*—The accompanying reproductions of portions of charts Nos. 934, 1654 and 941b show the necessary amendments with regard to depths and shoals at the entrance to Solo river and at the northern entrance to Surabaya strait.

*Remarks.*—It will be seen from the reproductions that the position of the light-buoy northward of Panka point has been slightly amended.

*Charts affected.*—No. 934, Surabaya strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II., 1913, pages 131-132.





Reproduction of Portion of Chart No. 1654.

## INDIA—WEST COAST.

*Rajpuri Point*—"Whale Reef" buoy replaced in position.

*No. 76 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 17' 00''$  N.

Long.  $72^{\circ} 54' 50''$  E. (approx.)

*Details.*—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the southwest monsoon was replaced in position on 17th January 1920.

*Charts affected.*—No. 400, Janjira Harbour.

738, Kundari Island to Boria Pagoda.

*Authority.*—The Collector and Political Agent, Kolaba dated Alibag, 23rd February 1920.

## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel*—Replaced in position.

*No. 77-I. (first publication).*—

*Former Notice.*—No. 361-I. of 1919.

*Subject.*—The South Patches light-vessel "Sarsuti" was replaced in position on the 18th March 1920.

*Position.*—Lat.  $21^{\circ} 29'$  N., long.  $91^{\circ} 37'$  E.

*Charts affected.*—No. 70, Bay of Bengal.

" 829, Cocanada to Bassein river.

" 859, Matla river to Elephant Point.

*Publications.*—List of Lights, Part VI, 1919, No. 630.  
Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 18th March 1920.

## PERSIAN GULF.

*Kishm Island Light Buoy in Position and Burning.*

*No. 78 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 22M. of 1920), are republished:—

*Former Notice.*—No. 16-M. of 1920 (*This office No. 68 of 1920*) cancelled.

*Position.*—Lat.  $26^{\circ} 57' 10''$  N.  
Long.  $56^{\circ} 18' 22''$  E.

*Details.*—Officer Commanding, R.I.M.S. "Nearchus" reports Kishm buoy is in position and light now burning.

*Charts affected.*—No. 753, Entrance of the Persian Gulf.  
" 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 206.  
Indian Light List, 38th issue, 1919, No. 40.

*Authority.*—Director of the Royal Indian Marine, Bombay.

## PERSIAN GULF.

*Jashk—Alteration in character of light.*

*No. 79 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 23M. of 1920), are republished:—

*Position.*—On the Southern tower of the Telegraph buildings:—  
Lat.  $25^{\circ} 38' 19''$  N.  
Long.  $57^{\circ} 45' 40''$  E.

*Details.*—The character of the fixed white light exhibited from the above position will shortly be altered to a flashing white light.

*Note.*—Further notice will be given.

*Charts affected.*—No. 145, Plan of Jashk bay.  
" 753, Entrance of the Persian Gulf.  
" 38, Maskat to Karachi.

*Publications.*—List of Lights, Part VI, 1919, No. 294.  
Indian List of Lights, 38th Issue, 1919, No. 41.  
Persian Gulf Pilot, 1915, page 189.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

## PERSIAN GULF.

*Henjam Sound—Light buoy to be replaced by buoy.*

*No. 80 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1920), are republished:—

*Position.*—At a distance of about 5½ cables  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu.

Lat.  $26^{\circ} 41'$  N.  
Long.  $55^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light will shortly be replaced by an ordinary mark buoy.

*Note.*—The other details of the buoy are not stated.

*Remarks.*—The "Spit" light at Henjam will shortly be exhibited.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam Sound.

„ 753, Entrance of the Persian Gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208; Revised Supplement No. 4, 1919.

Indian List of Lights, 38th Issue, 1919, No. 39.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

## INDIA—WEST COAST.

### ARNALA ISLAND LIGHT.

#### *Alteration in Arc of Illumination.*

*No. 81 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 27M. of 1920), are republished :—

*Position.*—The fixed white and red light exhibited from the coast near chokee, just Eastward of Arnala Island, shows the undermentioned sectors of light.

*Sectors.*—Red from 48° (N. 47° 20' E. Mag.) to 91° (S. 89° 40' E. Mag.)

White	...	thence to	98° (S. 82° 40' E. Mag.)
Obscured	...	„	100° (S. 80° 40' E. Mag.)
White	...	„	114° (S. 66° 40' E. Mag.)
Partially obscured	...	„	117° (S. 63° 40' E. Mag.)
Obscured	...	„	125° (S. 55° 40' E. Mag.)
Partially obscured	...	„	127° (S. 53° 40' E. Mag.)
Obscured	...	„	129° (S. 51° 40' E. Mag.)
Partially obscured	...	„	130° (S. 50° 40' E. Mag.)
White	...	„	elsewhere.

*Note.*—The other details of lights remain unaltered.

*Variation.*—0° 40' E.

*Charts affected.*—No. 736, Maroli to Arnala Island.

„ 737, Arnala to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1920, No. 381.

Indian List of Lights, 38th Issue, 1919, No. 85.

West Coast of India, Pilot, 1909, page 246.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 10th March 1920.

## PERSIAN GULF.

### DUHAT KATHAMA.

#### *Transport Buoy Removed.*

*No. 82 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 28M. of 1920), are republished :—

*Position.*—At a distance of above 3 miles and 3 cables 12° (N. 10° E. Mag.) from the conspicuous House on Jezirat Umman Namil :—

Lat. 29° 26½' N.

Long. 48° 53' E.

**Details.**—Telegraphic message dated 13th March 1920 has been received from the Divisional Naval Transport Officer, Basra, that the Officer Commanding R. I. M. S. "Nearchus" reports that the large conical Transport buoy with black and white Vertical stripes moored in the above position, will be permanently withdrawn on about 25th March 1920.

**Variation.**—2° E.

**Chart affected.**—No. 22, Kuwait Harbour and approaches.

**Publications.**—Persian Gulf Pilot, 1915, page 151; Revised Supplement No. 4, 1919.

**Authority.**—Director of the Royal Indian Marine, Bombay, dated 13th March 1920.

## INDIA—WEST COAST.

### BOMBAY HARBOUR APPROACHES.

#### *Fishing Stakes Reported to Exist.*

**No. 83 (first publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 29M. of 1920), are republished:—

**Details.**—Several groups of Fishing Stakes have been reported to lie within the prohibited area, between:—

Lat. 19° 00' N., and Lat. 19° 05' N.

Long. 72° 31' E., and long. 72° 40' E.

A group is also reported in:—

Lat. 18° 44' 40" N., long. 72° 39' 50" E.

**Caution.**—Mariners are hereby warned to keep clear of their positions as they are directly lying in the course of vessels and they are dangerous to navigation.

**Charts affected.**—No. 2621, Bombay Harbour.

„ 737, Arnala to Kündari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

**Publication.**—West Coast of India Pilot, 1909, page 213.

**Authority.**—The Port Officer, Bombay, dated 12th March 1920.

## AUSTRALIA—EAST COAST.

**Fingal Head Light.**—*Intended alteration in Character. Signal Station to be discontinued.*

**No. 84 (first publication).**—

**Subject.**—The Fixed White Light on Fingal Head will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 15th June 1920.

**Position.**—Southward of Tweed River entrance.

Lat. 28° 11' S., long. 153° 35' E. on Chart No. 1028.

**Details.**—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

**Character.**—Group Flashing White Light, showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.



*Visibility.*—12 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched. The Signal Station will be discontinued, and the Lightkeeper withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1028, Evans Head to Danger Point.

„ 1029, Danger Point to Cape Moreton.

„ 3623, Cape Byron to Lady Elliott Island.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919, No. 2588.

Australia Pilot, Vol. III., 1916, page 88.

*Authority.*—Melbourne Notice No. 4 of 1920.

W. K. THYNE, COMDR., R. I. M.,

*Offg. Port Officer of Calcutta.*

*The 15th March 1920.*

#### BRITISH NORTH BORNEO, EAST COAST—DARVEL BAY.

*Langas Island—Shoal south-westward of.*

*No. 59 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1920), are republished :—

*Position.*—At a distance of about one mile south-westward from the 360 ft. summit on Langas island.

Lat.  $4^{\circ} 31' 45''$  N., long.  $118^{\circ} 31' 10''$  E.

*Description.*—The shoal is about 20 yards in extent, with a least depth of 3 feet (rock and coral).

*Charts affected.*—No. 1680, Darvel bay.

„ 1681, Northern shore of Sibuko bay.

„ 2576, Sulu archipelago and north-east coast of Borneo.

„ 2660b, China sea, southern portion—eastern sheet.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 209.

*Authority.*—Superintendent of Shipping, Sandakan. (H. 270-20)

#### BORNEO, SOUTH COAST—BARITO RIVER APPROACH.

*Barito Light-Vessel—Temporarily replaced by light-boat.*

*No. 60 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 139 of 1920), are republished :—

*Position.*—At a distance of about  $5\frac{1}{2}$  miles southward from Tanjong Burung.

Lat.  $3^{\circ} 39'$  S., long.  $114^{\circ} 30\frac{1}{2}'$  E.

*Details.*—Barito light-vessel, formerly exhibiting an occulting white light, has been damaged and sunk; the station is temporarily marked by a light-boat exhibiting a fixed white light.

*Charts temporarily affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur.

„ 941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1919, No. 1076.

Eastern Archipelago Pilot, Part II, 1913, page 333; Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 2852 of 1919. (H. 132-20.)

## CHINA, EAST COAST.

*Chifu (Yantai) Approach—Correction to Chart No. 2459 with regard to rock.*

No. 61 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 146 of 1920), are republished:—

*Former Notice.*—No. 1646 of 1919. (*This Office No. 319 of 1919.*)

*Position.*—At a distance of about 16 miles northward of Chifu light-house.

Lat.  $37^{\circ} 48' 00''$  N., long.  $121^{\circ} 30' 00''$  E.

*Correction.*—The 4½-fathom rock in the above position, referred to in the former Notice, is not shown on some copies of chart No. 2459 and is to be inserted.

*Chart affected.*—No. 2459, North-west Pacific ocean, &c.

*Authority.*—Hydrographic Department. (*H. 219-20.*)

## JAPAN—INLAND SEA, BI-SAN SETO.

*Ogi Jimu—Wreck north-eastward of, removed.*

No. 62 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 147 of 1920), are republished:—

*Former Notice.*—No. 1181 of 1919. (*This office No. 257 of 1919.*)

*Position.*—At a distance of about 7½ cables north-eastward from Ogi jima lighthouse.

Lat.  $34^{\circ} 26\frac{1}{2}'$  N., long.  $134^{\circ} 04'$  E.

*Remarks.*—The wreck of the SS. *Nuoetsu Maru*, formerly situated in the above position, has been removed.

*Charts affected.*—No. 1969, Ozuchi jima to Funoko sima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 363 of 1919. (*H. 215-20.*)

## JAPAN, INLAND SEA—SHIMONOSEKI KAIKYO, WESTERN ENTRANCE.

*Kasa Ze shoal—Wreck westward of.*

No. 63 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 148 of 1920), are republished:—

*Position.*—At a distance of about 4 cables westward from Kasa ze shoal, and two miles and one-quarter of a cable,  $305^{\circ}$  (*N.  $50^{\circ}$  W. Mag.*), from Manaita Iwa lighthouse.

Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 51\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a sailing vessel, with masts showing about 6 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 354 of 1919. (*H. 213-20.*)

## SUMATRA, WEST COAST.

*Cape Felix; Pulo Tapak; Pulo Nias and Pulo Pinie—Amendments to chart with regard to shoals in vicinity of.*

No. 64 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 150 of 1920), are republished:—

*Position.*—Cape Felix, lat.  $3^{\circ} 44'$  N., long.  $96^{\circ} 30'$  E.

Batu Belobang, Pulo Pinie, lat.  $0^{\circ} 09'$  N., long.  $98^{\circ} 30'$  E.

*Details.*—The accompanying reproduction of portions of chart No. 2760 show certain necessary amendments with regard to rocks and shoals off Cape Felix and Pulo Tapak, and to the northward and south-eastward of Pulo Pinie.

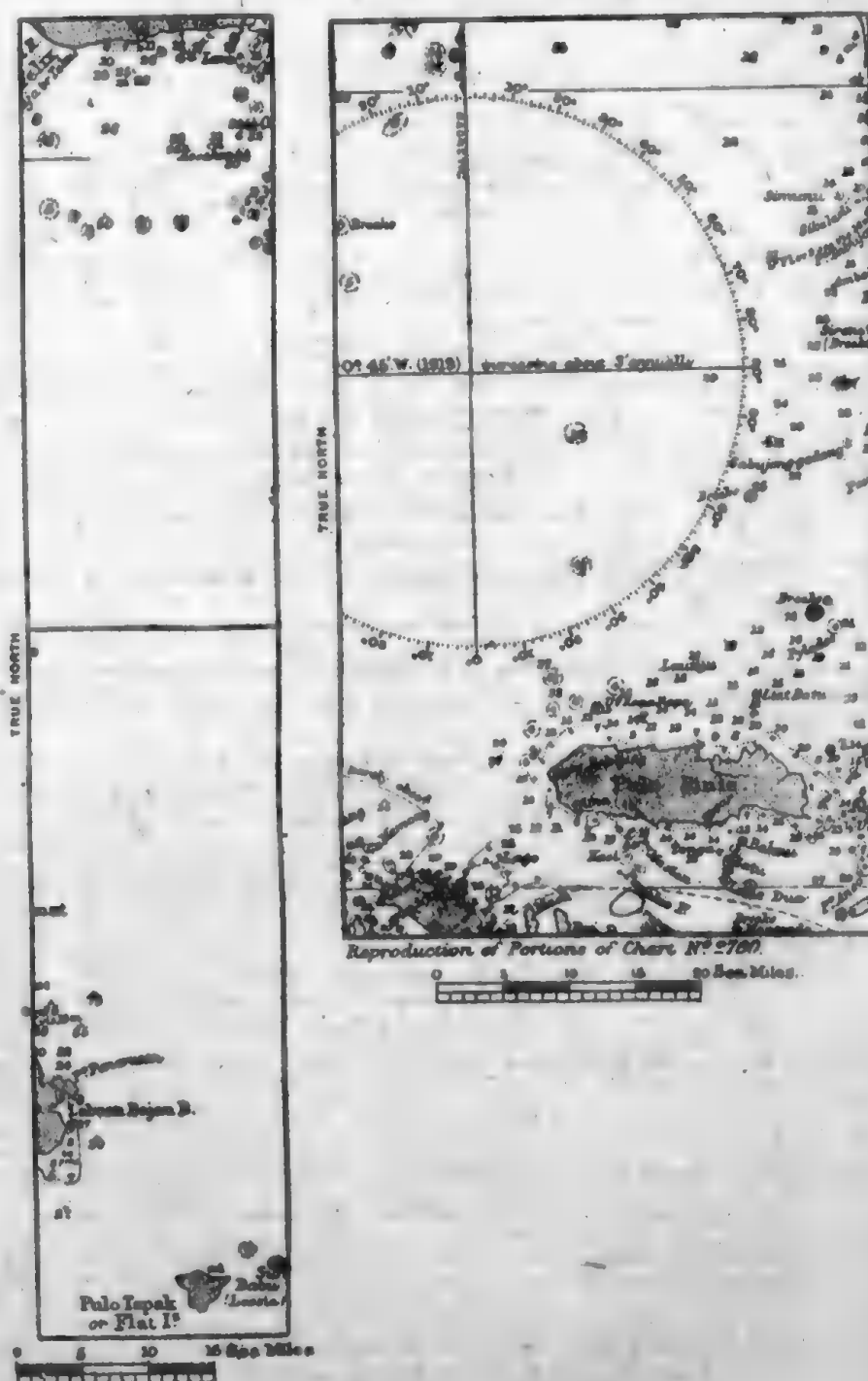
*Remarks.*—It will be noticed that Success and Lawee reefs, which according to latest information do not exist, have been omitted from the reproduction. These two reefs are to be expunged from chart No. 748b, and the depth of 10 fathoms in lat.  $0^{\circ} 34' N.$ , long.  $98^{\circ} 32' E.$ , shown on the reproduction, is to be inserted on that chart.

*Charts affected.*—No. 2760, Acheh head to Chingkuk bay.

„ 748b, Indian ocean—northern portion.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 324, 325, 326, 355, 421, 447.

*Authority.*—Netherlands Government Charts. (H. 9429-19.)



SUMATRA, WEST COAST.

*Banjak Island—Amendments to charts with regard to shoals.*

*No. 65 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 151 of 1920), are republished:—

*Position.*—Tanjong Palikala (Silu), lat.  $2^{\circ} 24\frac{1}{2}'$  N., long.  $97^{\circ} 38'$  E.

*Details.*—The accompanying reproductions of portions of chart No. 855 and a portion of chart No. 2760 show certain necessary amendments with regard to rocks and shoals in the vicinity of Pulo Tunangu and Tanjong Palikala.

*Charts affected.*—No. 855, Plan of Banjak islands and adjacent coast of Sumatra.

„ 2760, Acheh head to Chingkek bay.

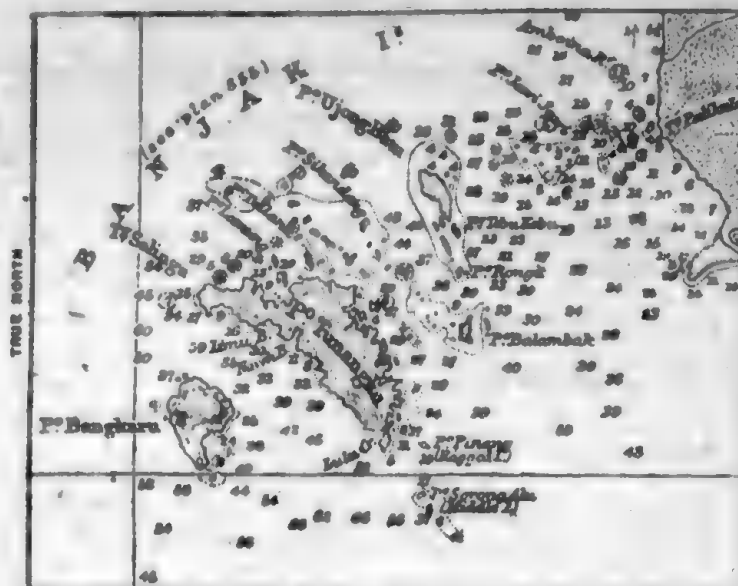
*Publication.*—China Sea Pilot, Vol. I, 1916, pages 339 to 342.

**Authority.**—Netherlands Government Chart. (*H.* 9515-19.)

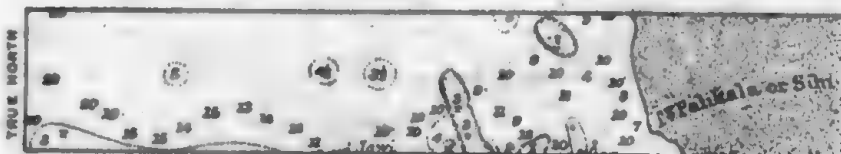


Reproduction of Portion of Chart N° 866.

John Allen



Reproduction of Portion of Chart N° 2760



Reproduction of Portion of Chart N° 855



## CHINA, EAST COAST.

*Kyau Chau Bay Entrance—Light-and-Bell-Buoy and Light-and-Whistle-Buoy established in place of Buoys.*

*No. 66 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 158 of 1920), are republished:—*

(1) No. 6 light-and-bell-buoy:

*Position.*—At a distance of about 2 cables eastward from the position formerly occupied by No. 6 bell-buoy, which has been withdrawn, and  $2\frac{1}{2}$  cables  $314^{\circ}$  ( $N. 42^{\circ} W. Mag.$ ), from Horse Shoe rock light-beacon.

Lat.  $36^{\circ} 04\frac{1}{2}' N.$ , long.  $120^{\circ} 17' E.$

*Description.*—A light-and-bell-buoy, painted red and numbered "6," exhibiting a *flashing white* light every three seconds.

(2) No. 8 light-and-whistle-buoy:

*Position.*—At a distance of about 2 cables eastward from the position formerly occupied by No. 8 whistle buoy, which has been withdrawn, and  $3\frac{3}{4}$  cables  $137^{\circ}$  (*S.  $39^{\circ}$  E. Mag.*), from Yu-nui-san lighthouse.

Lat.  $36^{\circ} 02\frac{1}{2}'$  N., long.  $120^{\circ} 17'$  E.

*Description.*—A light-and-whistle-buoy, painted red and numbered "8," exhibiting a *flashing white* light *every three seconds*.

*Variation.*— $4^{\circ}$  W.

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay (2).

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 175 of 1919. (*H. 5108-19.*)

PERSIAN GULF.

*Bunder-Abbas—Submarine cable removed.*

*No. 67 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 15M. of 1920), are republished:—

*Former Notices.*—60-M. of 1919 (Admiralty Nos. 1517 and 1846 of 1919). (*This office No. 277 of 1919.*)

*Position.*—Bunder-Abbas Cable House:—

Lat.  $27^{\circ} 11' 20''$  N.

Long.  $56^{\circ} 17' 50''$  E.

*Details.*—The Telephone Cable, which connected the mooring buoy that was removed on the 14th August 1919, no longer exists.

*Date removed.*—Picked up by I. G. T. S. "Patrick Stewart" on 20th November 1919.

*Charts affected.*—No. 8599, Plan of Bunder-Abbas.

„ 753, Entrance of the Persian Gulf.

*Publication.*—Persian Gulf Pilot, 1915, page 202; Supplement No. 4, 1919.

*Authority.*—Surveyor in charge, Marine Survey of India.

PERSIAN GULF.

*Kishm Island—Light buoy out of position and not burning.*

*No. 68 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 16M. of 1920), are republished:—

*Position.*—Lat.  $26^{\circ} 57' 10''$  N.

Long.  $56^{\circ} 18' 22''$  E.

*Details.*—Information has been received from the Port Officer, Bombay, that the Master of SS "Palitana" reports that the light buoy, exhibiting a white flashing light, moored eastward of Kishm fort, is out of position and is not burning.

*Charts temporarily affected.*—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 206.

Indian List of Lights, 38th Issue, 1919, No. 40.

*Authority.*—Director of the Royal Indian Marine, Bombay, 25th February 1920.



## AUSTRALIA, EAST COAST.

*Cairns harbour, entrance channel—Clock-beacon and tide-gauge structure disappeared.*

*No. 69 (second publication).—*The Port Master, Brisbane, has given Notice (No. 1 of 1920) that as a result of the recent cyclone, the clock-beacon and tide-gauge structure at the entrance channel, Cairns Harbour, has disappeared.

Until the position of the wreckage of the beacon has been ascertained, masters of vessels are requested to observe due caution when navigating the locality in which the beacon formerly stood.

*Charts affected*—Nos. 3133, 2350, 2924 : Australia Directory, vol. II.

*The 8th March 1920.*

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs light—Alteration in character.*

*No. 57 (third publication).—*

*Subject.*—Between the 22nd March and 1st April 1920, the character of the Prongs light will be altered from white flashing to white fixed.

*Position.*—Lat. 18°53' N., long. 72°48' E.

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1919, No. 385.

West Coast of India. Pilot, 1909, page 217.

*Authority.*—Director, Royal Indian Marine, Bombay, telegram dated 5th March 1920.

## INDIA, WEST—BOMBAY COAST.

*Bombay floating light-vessel—Temporarily replaced by another light-vessel.*

*No. 58 (third publication).—*

The Port Officer, Bombay, has given notice, dated the 25th February 1920 that from about 1st March to about 1st May 1920, the unattended Bombay floating light-vessel will be withdrawn from her station and replaced by a light-vessel painted red and having three masts.

*By Day.*—She will carry a red ball at the main mast head.

*By Night.*—She will exhibit a white light revolving once in every 20 seconds at a height 36 feet above the water line, visible all round the horizon at a distance in clear weather of 10 miles.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, APRIL 7, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 29th March 1920.

#### NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR.

- (1) *Harrington Point*—Alteration in positions of beacons southward of.
- (2) *Port Chalmers*—Beacons established in place of buoys.

No. 85 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 232 of 1920), are republished:—

##### (1) *Harrington Point.*

- (a) *Position*.—At a distance of about half a cable northward from former position and 4 cables,  $180^{\circ}$  (*S.  $19^{\circ}$  E. Mag.*), from the light beacon on Harrington point.

Lat.  $45^{\circ} 47\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Description*.—A black pile beacon, numbered "2."

- (b) *Position*.—At a distance of about 70 yards northward from former position and  $1\frac{1}{2}$  cables,  $1^{\circ}$  (*N.  $18^{\circ}$  W. Mag.*), from the northern extreme of Maori Kaike jetty.

*Description*.—A black pile beacon, numbered "4."

##### (2) *Port Chalmers.*

- (a) *Position*.—At a distance of about half a cable north-eastward from the Observation spot on the railway wharf, in the position formerly occupied by the red conical buoy which has been withdrawn.

Lat.  $45^{\circ} 49\frac{1}{2}'$  S., long.  $170^{\circ} 39'$  E.

- (b) *Position*.—At a distance of about half a mile northward from the fixed red light on Goat island, in the position formerly occupied by the can buoy which has been withdrawn.

(c) *Position*.—At a distance of about 3 cables south-westward from the fixed red light on Goat island, in the position formerly occupied by the can buoy which has been withdrawn.

*Description*.—Each a red pile beacon.

*Variation*—19° E.

*Chart affected*.—No. 2411, Otago harbour with plans of harbour entrance and Port Chalmers.

*Publications*.—New Zealand Pilot, 1908, page 253.  
New Zealand Pilot, 1919 (*in press*), page 362.

*Authority*.—Wellington Notices Nos. 67 and 70 of 1919.

(H. 9083 & 9232-19.)

#### PHILIPPINE ISLANDS—SULU (MINDORO) SEA.

##### *Panay Gulf approach—Obstruction reported.*

*No. 86 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 237 of 1920), are republished:—

*Position (approximate)*.—At a distance of about 22½ miles north-eastward from Manukan island light-house.

Lat. 9° 51' 00" N., long 121° 40' 00" E.

*Description*.—An obstruction resembling a sandbank, about 2½ cables in length, with numerous bamboo poles projecting about 6 feet above water, was observed in the above position.

*Note*.—The above position is to be encircled by a danger line on the charts and marked with the note "*Reported (1919)*."

*Charts affected*.—No. 2578, Eastern part of the Sulu or Mindoro sea.  
" 943, Molucca passage to Manila.  
" 1263, China sea.

*Publication*.—Eastern Archipelago Pilot, Part I, 1911, page 71.

*Authority*.—Captain J. E. Richards, Master of the SS. *Taming*.

(H. 508-20.)

#### GULF OF ADEN—ZEILA ROADSTEAD.

##### *Caution with regard to depth on shoal.*

*No. 87 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 238 of 1920), are republished:—

*Position*.—Lat. 11° 23½' N., long. 43° 33' E.

*Caution*.—Less water than shown on the chart is reported to exist over the large shoal extending from Zeila drying spit towards Sea Gull shoal.

*Note*.—The note "*Less water reported (1919)*" is to be placed against this shoal on the charts.

*Charts affected*.—No. 919, Plan of Zeila roadstead.  
" 253, Jebel Jau to Shab Kulangarit.  
" 6b, Gulf of Aden—western portion.  
" 8e, Red sea—sheet 5.

*Publication*.—Red Sea and Gulf of Aden Pilot, 1909, page 436.

*Authority*.—Aden Notice No. 1946 of 1919. (H. 118-20.)

## EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

*Matarapi and Lasolo bays—Amended positions of discoloured water patches on Chart No. 3148.*

No. 88 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 239 of 1920), are republished:—

## (1) Matarapi bay:

*Amended position.*—At a distance of about 7 cables southward from charted position.

Lat.  $3^{\circ} 17' 30''$  S., long.  $122^{\circ} 24' 30''$  E.

## (2) Lasolo bay:

*Amended position.*—At a distance of about 4 cables southward from charted position.

Lat.  $3^{\circ} 36' 10''$  S., long.  $122^{\circ} 19' 55''$  E.

*Remarks.*—The patches of discoloured water, with the year date (1914), are to be moved on chart No. 3148 to the positions given above.

*Chart affected.*—No. 3148, Sulabangha strait and approaches.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 484, 485; Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 101 (Misc.) of 1918. (H. 3353-18.)

## PHILIPPINE ISLANDS, MINDANAO ISLAND—DAPITAN BAY.

*Estacion Point—Existence of islet and rock south-westward of.*

No. 89 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 251 of 1920), are republished:—

## (1) Islet:

*Position.*—At a distance of about three-quarters of a cable south-westward from Estacion point, and 2 miles,  $351^{\circ}$  (N.  $10^{\circ}$  W. *Mag.*), from Fort A situated near the southern end of the bay.

Lat.  $8^{\circ} 40\frac{1}{2}'$  N., long.  $123^{\circ} 25\frac{1}{2}'$  E.

*Description.*—A small islet.

## (2) Rock:

*Position.*—At a distance of 2 cables,  $220^{\circ}$  (S.  $39^{\circ}$  W. *Mag.*), from the islet described above.

*Depth.*—Not stated.

*Note.*—The symbol for a rock with a depth of less than 6 feet encircled by a danger line, is to be placed on the chart in this position.

*Variation.*— $1^{\circ}$  E.

*Chart affected.*—No. 557, Plan of Dapitan bay.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 449.

*Authority.*—Manila Notice No. 9 of 1919. (H. 9846-19.)

AFRICA, SOUTH-EAST COAST—NATAL.

*Aliwal shoal—Obstruction reported eastward of.*

No. 90 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 253 of 1920), are republished:—

*Position (approximate).*—At a distance of about one mile eastward from Aliwal shoal, and  $3\frac{1}{2}$  miles  $96^{\circ}$  (*S.  $63^{\circ}$  E. Mag.*), from beacon on Green point.

Lat  $30^{\circ} 15' 35''$  S., long.  $30^{\circ} 51' 00''$  E.

*Description.*—A submerged obstruction.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "*Obstruction repd. (1919).*"

*Variation.*— $21^{\circ}$  W.

*Charts affected.*—No. 2088, Umtamvuna river to Tugela river; and plan of Aliwal shoal.

.. 2095, Hondeklip bay to Port Natal.

*Publication.*—Africa Pilot, Part III, 1915, page 167.

*Authority.*—Board of Trade. (*H. 709-20.*)

AUSTRALIA, NEW SOUTH WALES—SYDNEY HARBOUR.

*Rushcutter bay—Mooring-buoy established.*

No. 91 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 264 of 1920), are republished:—

*Position.*—At a distance of  $3\frac{1}{2}$  cables,  $112^{\circ}$  (*S.  $77^{\circ}$  E. Mag.*), from the flagstaff on Potts point.

Lat.  $33^{\circ} 52\frac{1}{2}'$  S., long.  $151^{\circ} 14'$  E.

*Description.*—A mooring-buoy, numbered "10."

*Variation.*— $9^{\circ}$  E.

*Charts affected.*—No. 1206, Sydney harbour—Bradley head to Daws point.

.. 1069, Port Jackson.

*Publications.*—Australia Pilot, Vol. II, 1918, page 500.

Australia Pilot, Vol. III, 1916, page 33.

*Authority.*—H. M. Chart Depôt, Garden Island, Hydrographic Note No. 2 of 1919. (*H. 9497-19.*)

JAVA, NORTH COAST—SURABAYA STRAIT APPROACH.

*Solo River entrance—Alteration in light on light-buoy.*

No. 92 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 265 of 1920), are republished:—

*Former Notice.*—No. 217 of 1920. (*This office No. 75 of 1920.*)

*Position.*—Lat.  $6^{\circ} 50\frac{1}{2}'$  S., long.  $112^{\circ} 33\frac{1}{2}'$  E.

*Alteration*—The light on the white conical light-buoy in the above position has been altered from occulting white to occulting red every six seconds, thus:

Light,	eclipse,
3 secs.	3 secs.

*Charts affected*.—No. 934, Surabaya strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, page 131.

*Authority*.—Hague Notice No. 116 of 1920. (H. 638-20.)

### NEW ZEALAND, NORTH ISLAND.

*New Plymouth harbour—Leading beacons erected; Breakwater extension works in progress.*

*No. 93 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 266 of 1920), are republished:—

#### 1. Leading beacons erected:

##### (a) Front beacon:

*Position (approximate)*.—On the foreshore eastward of the whaling station and at a distance of 3½ cables, 297° (N. 79° W. Mag.), from the Wesleyan Mission School.

Lat. 39° 03½' S., long. 174° 00½' E.

*Description*.—A triangular shaped beacon, painted white with a black vertical stripe through the centre.

##### (b) Rear beacon:

*Position*.—At a distance of 180 feet, 197° (S. 1° W. Mag.), from the front beacon.

*Description*.—As in (a) above.

*Note*.—These beacons when in line bearing 197° (S. 1° W. Mag.), lead past the end of the breakwater.

#### 2. Breakwater extension works in progress:

*Details*.—It is intended to extend the breakwater on the western side of the harbour for a distance of 800 feet on the line of the breakwater; works are now in progress, and stone is being deposited for the foundation of the proposed extension.

*Note*.—The foregoing extension is to be indicated on the chart in pecked lines, with the note "Constructing (1919)" placed against it.

*Variation*.—16° E.

*Chart affected*.—No. 2535, Plan of New Plymouth or Taranaki road.

*Publications*.—New Zealand Pilot, 1908, page 164.

New Zealand Pilot, 1919 (*in press*), page 87.

*Authority*.—Wellington Notice No. 87 of 1919. (H. 63-20.)



## NEW GUINEA, SOUTH COAST.

*Merauke River approach—Shoal marked by breakers reported.*

*No. 94 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 268 of 1920), are republished:—

*Position (approximate).—*At a distance of about 8½ miles south-westward from the lighthouse at the entrance to Merauke river.

Lat. 8° 33' 00" S., long. 140° 15' 30" E.

*Details.—*A shoal was sighted in the above position by the SS. *Mossel*.

Except in calm weather the shoal is marked by breakers.

*Note.—*The shoal is to be marked on the chart with the note "Breakers repd. (1919) (P.A.)."

*Chart affected.—*No. 447, Western approaches to Torres strait.

*Publication.—*Australia Pilot, Vol. III, 1916, page 213.

*Authority.—*Hague Notice No. 2295 of 1919. (H. 9540-19).

## MADAGASCAR, EAST COAST.

*River Mananjara entrance—Light established.*

*No. 95 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 276 of 1920), are republished:—

*Position.—*Lat. 21° 10' 20" S., long. 48° 27' 10" E., on chart No. 759b.

*Abridged description.—*Lt. F., 33 ft., vis. 7 m.

*Characteristics:*

*Character.—*A fixed white light.

*Elevation.—*33 feet.

*Visibility.—*7 miles.

*Chart affected.—*No. 759b, Antongil bay to Ambatosoa.

*Publications.—*List of Lights, Part VI, 1920, No. 206.

South Indian Ocean Pilot, 191., page 302.

*Authority.—*Journal Officiel of Madagascar. (H. 261-20.)

## INDIA, WEST COAST—ARABIAN SEA.

*Caution—Muttum lighthouse—Report of a derelict native craft off.*

*No. 96 (first publication).—*The Presidency Port Officer, Madras, has given Notice No. 12 of 1920, that information has been received by telegram from the Port Officer, Tuticorin, stating that the Master of the 'Queda' has reported having sighted a large derelict native craft with mast showing S. 33° W. 13½ miles from the Muttum Lighthouse.

Mariners are warned accordingly.

*The 24th March 1920.*

## JAVA, NORTH COAST.

*Inderamayu West Road—Light-Buoy to be replaced by Buoy.*

*No. 70 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 175 of 1920), are republished:—

*Date of alteration.—*Very shortly.

*Position.—*On the eastern side of Inderamayu west road.

Lat. 6° 14' S., long. 108° 13½' E.

*Details.—*The red and black horizontally striped light-buoy with occulting white light will be replaced by a black conical buoy with ball topmark.

*Note.—*No further Notice will be given.

*Charts affected.—*No. 1653, Island of Java—western portion.

„ 941a, Eastern archipelago—sheet I.

*Publication.—*Eastern Archipelago Pilot, Part II, 1913, page 108.

*Authority.—*Hague Notice No. 2458 of 1919. (H. 8987-19.)

JAVA, NORTH COAST—BATAVIA ROADS.

(1) *Jong (Junk Reef)*.—Buoy established; Buoy withdrawn.

(2) *Hordyk (Blommenthal) Rock*.—Buoy withdrawn.

No. 71 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 189 of 1920), are republished:—

(1) *Jong (Junk reef)*.

*Position*.—On the northern edge of the reef at a distance of about  $1\frac{1}{2}$  cables north-westward from the position formerly occupied by the black can buoy with cone topmark, which has been withdrawn.

Lat.  $5^{\circ} 51' 00''$  S., long.  $106^{\circ} 39' 10''$  E.

*Description*.—A white conical buoy with ball topmark.

(2) *Hordyk (Blommenthal) Rock*.

*Position*.—Lat.  $5^{\circ} 57'$  S., long.  $106^{\circ} 36\frac{1}{2}'$  E.

*Details*.—The black can buoy with cone topmark, formerly marking the south-eastern edge of the rock, has been withdrawn.

*Charts affected*.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches.

„ 1653, Island of Java—western portion.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, pages 81, 85.

*Authority*.—Hague Notice No. 2851 of 1919. (H. 131-20.)

EASTERN ARCHIPELAGO—ARU ISLANDS.

*Pulo Wamar*.—Discoloured water reported south-westward of.

No. 72 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 198 of 1920), are republished:—

*Position*.—At a distance of about 2 $\frac{1}{2}$  miles south-westward of Pulo Wamar.

Lat.  $5^{\circ} 50' 30''$  S., long.  $134^{\circ} 07' 50''$  E.

*Details*.—Discoloured water, indicating the possible existence of a shoal, was sighted by the SS. *Mossel* in the above position.

*Note*.—The position is to be encircled by a danger line on the Charts and marked “Discol. water (1919).”

*Chart affected*.—No. 470, Aru islands.

*Publication*.—Eastern Archipelago Pilot, Part III, 1911, page 188.

*Authority*.—Hague Notice No. 2294 of 1919. (H. 9539-19.)

JAVA—NORTH COAST.

*Batavia Roads and approaches*.—Alterations in Buoyage.

No. 73 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 214 of 1920), are republished:—

(1) Buoys withdrawn:

(a) *Position*.—On the southern side of Pas op shoal.

Lat.  $6^{\circ} 04\frac{1}{2}'$  S., long.  $106^{\circ} 49'$  E.

*Description*.—Black can buoy.

(b) *Position*.—On the northern side of Karang di Tenga reef.

Lat.  $5^{\circ} 59\frac{1}{2}'$  S., long.  $106^{\circ} 35'$  E.

*Description*.—White conical buoy with ball topmark.

(c) *Position*.—Marking Lekapo reef.Lat.  $5^{\circ} 56\frac{1}{2}'$  S., long.  $106^{\circ} 40'$  E.*Description*.—White conical buoy with ball topmark.(d) *Position*.—Marking Menjumbang reef.Lat.  $5^{\circ} 53\frac{1}{2}'$  S., long.  $106^{\circ} 39\frac{1}{2}'$  E.*Description*.—Red conical buoy with ball topmark.(e) *Position*.—Marking Panjang di Laut reef.Lat.  $5^{\circ} 52\frac{1}{2}'$  S., long.  $106^{\circ} 38\frac{1}{2}'$  E.*Description*.—White conical buoy with ball topmark.

## (2) Alteration in description of buoys:

(a) *Position*.—On southern side of Neerstuk reef.Lat.  $6^{\circ} 04\frac{1}{2}'$  S., long.  $106^{\circ} 50'$  E.*New Description*.—Black can buoy with truncated cone topmark.(b) *Position*.—On northern edge of Edam reef.Lat.  $5^{\circ} 56\frac{1}{2}'$  S., long.  $106^{\circ} 50\frac{1}{2}'$  E.*New Description*.—White conical buoy with ball topmark.(c) *Position*.—On southern side of Tongara reef.Lat.  $5^{\circ} 54\frac{1}{2}'$  S., long.  $106^{\circ} 31\frac{1}{2}'$  E.*New Description*.—Black can buoy with truncated cone topmark.

## (3) Alteration in position of buoys:

(a) *New position*.—On the southern side of Telegraaf reef, at a distance of about  $1\frac{1}{4}$  cables south-westward from former position.Lat.  $6^{\circ} 04' 29''$  S., long.  $106^{\circ} 51' 51''$  E.*Description*.—Black and white horizontally striped spherical buoy with cross-shaped topmark.(b) *New position*.—At a distance of about one cable southward from former position on Van Dorth shoal.Lat.  $6^{\circ} 04' 09''$  S., long.  $106^{\circ} 52' 34''$  E.*Description*.—Black and white horizontally striped conical buoy with ball topmark.(c) *New position*.—On the northern side of Ujong reef, at a distance of about  $3\frac{1}{4}$  cables northward from former position.Lat.  $5^{\circ} 55' 22''$  S., long.  $106^{\circ} 41' 09''$  E.*Description*.—White conical buoy with ball topmark.(d) *New position*.—Marking Jantur reef, south-westward of Tandul reef, at a distance of about 3 cables westward from former position.Lat.  $5^{\circ} 54' 25''$  S., long.  $106^{\circ} 38' 08''$  E.*Description*.—Black can buoy with truncated cone topmark.

## (4) Alteration in position and description of buoy:

*New position*.—On the southern side of Delima reef, at a distance of about  $1\frac{1}{4}$  cables southward from former position.Lat.  $5^{\circ} 53' 24''$  S., long.  $106^{\circ} 36' 42''$  E.*New description*.—A black can buoy with truncated cone topmark, and not a red conical buoy with ball topmark as formerly shown on the charts.*Charts affected*.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches.

„ 1653, Island of Java—western portion.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, pages 79, 80, 82, 83, 89, 90, 91, 94, 95; Revised Supplement (2), 1918.*Authority*.—Hague Notice No. 2622 of 1919. (H. 9333-19.)

## BORNEO, SOUTH-EAST COAST—PULO LAUT STRAIT.

*Stagen—Existence of Pier; Lights established.*

No. 74 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 215 of 1920), are republished:—

## (1) Existence of pier:

*Position.*—Between the Great and Little Setagin rivers, and at a distance of about 100 yards to the south-westward of the pier shown on the plan of Pulo Laut strait on chart No. 2662.

Lat.  $3^{\circ} 17' S.$ , long.  $116^{\circ} 09' E.$

*Details.*—The new pier is about 100 yards in length and parallel to that mentioned above

## (2) Lights established:

(a) *Position.*—On the water tower at the inner end of the northern most pier.

*Abridged description.*—Lt. F., Red 46 ft., vis. 7 m.

*Details:*

*Character.*—A fixed red light.

*Elevation.*—46 feet.

*Visibility.*—7 miles.

*Structure.*—Water tower.

(b) *Position.*—At the outer extremities of the two piers mentioned in (1) above.

*Abridged description.*—Lt. F.

*Details.*—The characteristics of each of the lights are as under-mentioned:—

*Character.*—A fixed white light.

*Visibility.*—5 miles.

*Structure.*—Lamppost.

*Note.*—The notation on chart No. 2662 against these piers is to be altered to read:—"Piers (2 Lts. F.)."

*Charts affected.*—No. 2662, Plan of Pulo Laut strait.

„ 2637, Makassar strait—southern part.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1067a, b & c.

Eastern Archipelago Pilot, Part II, 1913, page 346;  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 2625 of 1919. (H. 9336-19.)

## JAVA, NORTH-EAST COAST—SURABAYA STRAIT, NORTHERN ENTRANCE.

*Amendments to Charts with regard to Shoals and Depths.*

No. 75 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 217 of 1920), are republished:—

*Position.*—Jamuang reef beacon, lat.  $6^{\circ} 55' S.$ , long.  $112^{\circ} 44' E.$

*Details.*—The accompanying reproductions of portions of charts Nos. 934, 1654 and 941b show the necessary amendments with regard to depths and shoals at the entrance to Solo river and at the northern entrance to Surabaya strait.

*Remarks.*—It will be seen from the reproductions that the position of the light-buoy northward of Panka point has been slightly amended.

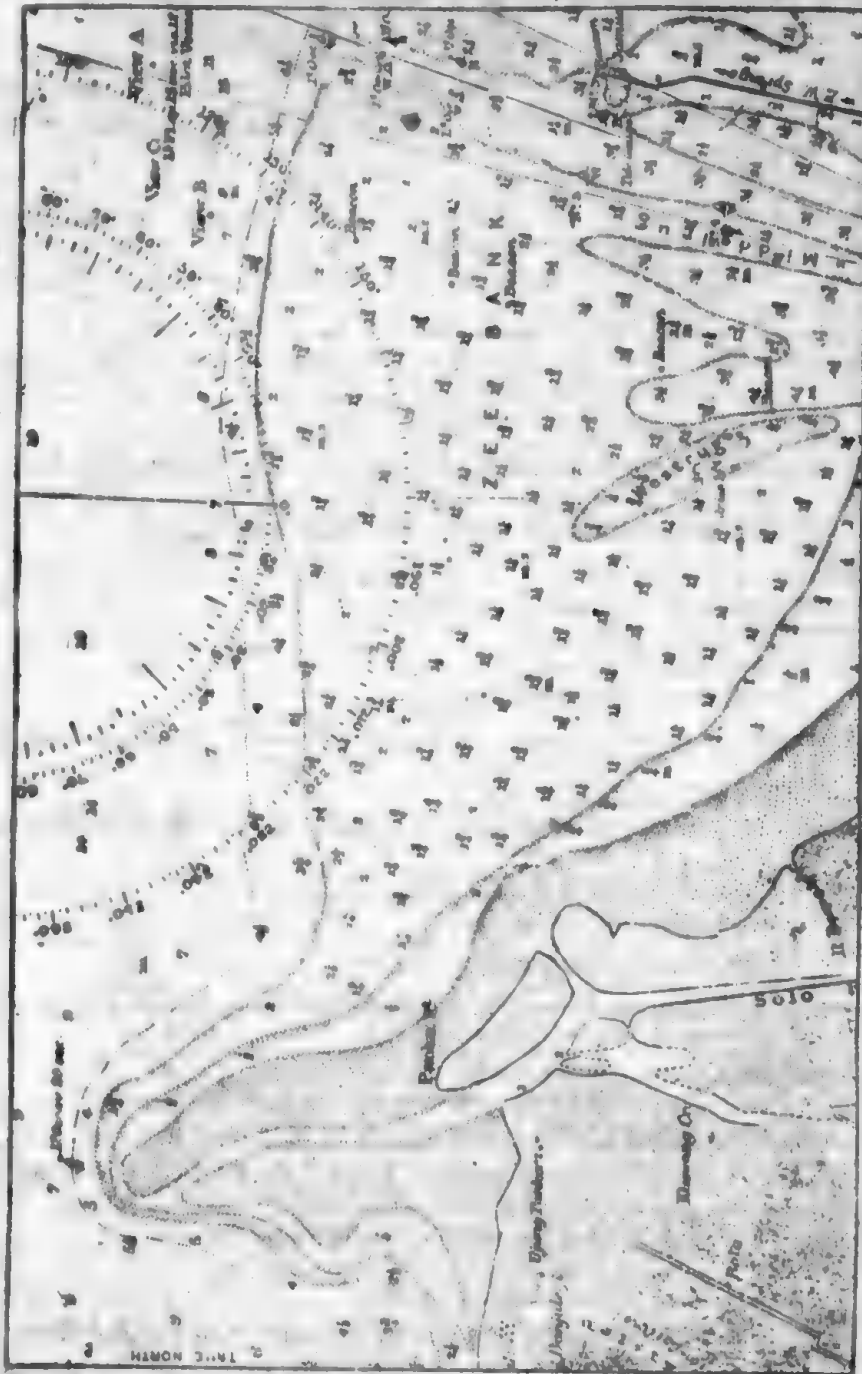
*Charts affected.*—No. 934, Surabaya strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

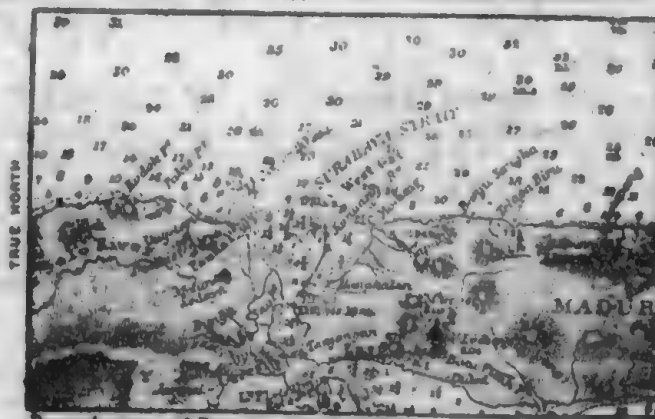
*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 131, 132.

Authority.—Netherlands Government Chart No. 82. (H. 9133-19.)



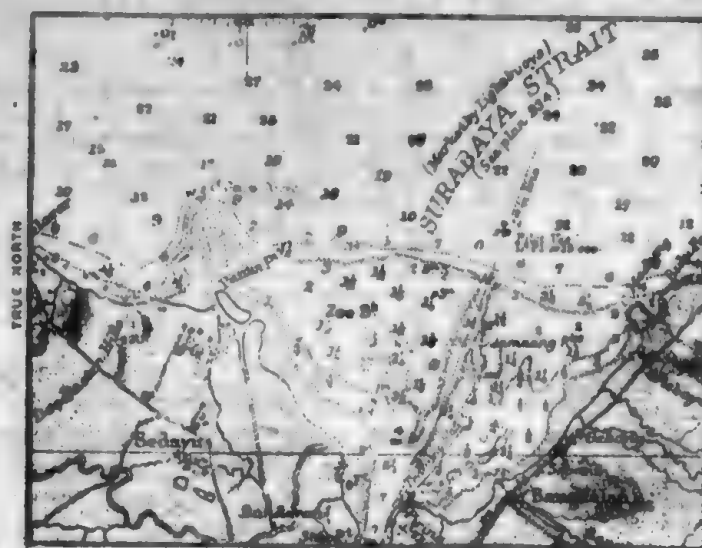
Reproduction of Portion of Chart N° 934

Cables 10 20 30 40 50 60 70 80 90 100 Sea Miles



Reproduction of Portion of Chart N° 941

10 20 30 40 50 60 70 80 90 100 Sea Miles



## INDIA—WEST COAST.

*Rajpuri Point*—"Whale Reef" buoy replaced in position.

*No. 78 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 17' 00''$  N.

Long.  $72^{\circ} 54' 50''$  E. (approx.)

*Details.*—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the southwest monsoon was replaced in position on 17th January 1920.

*Charts affected.*—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

*Authority.*—The Collector and Political Agent, Kolaba dated Alibag, 23rd February 1920.

## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel*—Replaced in position.

*No. 77-I. (second publication).*—

*Former Notice.*—No. 361-I. of 1919.

*Subject.*—The South Patches light-vessel "Sarsuti" was replaced in position on the 18th March 1920.

*Position.*—Lat.  $21^{\circ} 29'$  N., long.  $91^{\circ} 37'$  E.

*Charts affected.*—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

*Publications.*—List of Lights, Part VI, 1919, No. 63.  
Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 18th March 1920.



## PERSIAN GULF.

*Kishm Island Light Buoy in Position and Burning.*

**No. 78 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 22M. of 1920), are republished:—

**Former Notice.**—No. 16-M. of 1920 (*This office No. 68 of 1920*) cancelled.

**Position.**—Lat.  $26^{\circ} 57' 10''$  N.  
Long.  $56^{\circ} 18' 22''$  E.

**Details.**—Officer Commanding, R.I.M.S. "Nearchus" reports Kishm buoy is in position and light now burning.

**Charts affected.**—No. 753, Entrance of the Persian Gulf.  
" 2837a, Persian Gulf, Eastern Sheet.

**Publications.**—Persian Gulf Pilot, 1915, page 206.  
Indian Light List, 38th issue, 1919, No. 40.

**Authority.**—Director of the Royal Indian Marine, Bombay.

## PERSIAN GULF.

*Jashk—Alteration in character of light.*

**No. 79 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 23M. of 1920), are republished:—

**Position.**—On the Southern tower of the Telegraph buildings:—

Lat.  $25^{\circ} 38' 19''$  N.

Long.  $57^{\circ} 45' 40''$  E.

**Details.**—The character of the fixed white light exhibited from the above position will shortly be altered to a flashing white light.

**Note.**—Further notice will be given.

**Charts affected.**—No. 145, Plan of Jashk bay.

" 753, Entrance of the Persian Gulf.

" 38, Maskat to Karachi.

**Publications.**—List of Lights, Part VI, 1919, No. 294.

Indian List of Lights, 38th Issue, 1919, No. 41.

Persian Gulf Pilot, 1915, page 189.

**Authority.**—The Director of the Royal Indian Marine, Bombay.

## PERSIAN GULF.

*Henjam Sound—Light buoy to be replaced by buoy.*

**No. 80 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1920), are republished:—

**Position.**—At a distance of about  $5\frac{1}{2}$  cables  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu.

Lat.  $26^{\circ} 41'$  N.

Long.  $55^{\circ} 55\frac{1}{2}'$  E.

**Details.**—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light will shortly be replaced by an ordinary mark buoy.

**Note.**—The other details of the buoy are not stated.

*Remarks.*—The "Spit" light at Henjam will shortly be exhibited.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam Sound.

" 753, Entrance of the Persian Gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208; Revised Supplement No. 4, 1919.

Indian List of Lights, 38th Issue, 1919, No. 39.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

## INDIA—WEST COAST.

### ARNALA ISLAND LIGHT.

#### *Alteration in arc of illumination.*

*No. 81 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 27M. of 1920), are republished:—

*Position.*—The fixed white and red light exhibited from the coast near Chokee, just eastward of Arnala Island, shows the undermentioned sectors of light.

*Sectors.*—Red from 48° (N. 47° 20' E. Mag.) to 91° (S. 89° 40' E. Mag.)

White	...	thence to	98° (S. 82° 40' E. Mag.)
Obscured	...	"	100° (S. 80° 40' E. Mag.)
White	...	"	114° (S. 66° 40' E. Mag.)
Partially obscured...	...	"	117° (S. 63° 40' E. Mag.)
Obscured	...	"	125° (S. 55° 40' E. Mag.)
Partially obscured...	...	"	127° (S. 53° 40' E. Mag.)
Obscured	...	"	129° (S. 51° 40' E. Mag.)
Partially obscured...	...	"	130° (S. 50° 40' E. Mag.)
White	...	"	elsewhere.

*Note.*—The other details of lights remain unaltered.

*Variation.*—0° 40' E.

*Charts affected.*—No. 736, Maroli to Arnala Island.

" 737, Arnala to Kundari Island.

" 2736, Gulf of Kutch to Viziadrug.

" 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1920, No. 381.

Indian List of Lights, 38th Issue, 1919, No. 85.

West Coast of India, Pilot, 1909, page 246.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 10th March 1920.

## PERSIAN GULF.

### DUHAT KATHAMA.

#### *Transport buoy removed.*

*No. 82 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 28M. of 1920), are republished:—

*Position.*—At a distance of above 3 miles and 3 cables 12° (N. 10° E. Mag.) from the conspicuous House on Jezirat Umman Namil:—

Lat. 29° 26' N.

Long. 48° 53' E.

*Details.*—Telegraphic message dated 13th March 1920 has been received from the Divisional Naval Transport Officer, Basra, that the Officer Commanding R. I. M. S. "Neurchus" reports that the large conical transport buoy with black and white vertical stripes moored in the above position, will be permanently withdrawn on about 25th March 1920.

*Variation.*—2° E.

*Chart affected.*—No. 22, Kuwait Harbour and approaches.

*Publications.*—Persian Gulf Pilot, 1915, page 151; Revised Supplement No. 4, 1919.

*Authority.*—Director of the Royal Indian Marine, Bombay, dated 13th March 1920.

### INDIA—WEST COAST.

#### BOMBAY HARBOUR APPROACHES.

##### *Fishing Stakes Reported to Exist.*

*No. 83 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 29M. of 1920), are republished:—

*Details.*—Several groups of Fishing Stakes have been reported to lie within the prohibited area, between:—

Lat. 19° 00' N., and Lat. 19° 05' N.

Long. 72° 31' E., and long. 72° 40' E.

A group is also reported in:—

Lat. 18° 44' 40" N., long. 72° 39' 50" E.

*Caution.*—Mariners are hereby warned to keep clear of their positions as they are directly lying in the course of vessels and they are dangerous to navigation.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.

*Authority.*—The Port Officer, Bombay, dated 12th March 1920.

### AUSTRALIA—EAST COAST.

*Fingal Head Light*—Intended alteration in character. Signal station to be discontinued.

*No. 84 (second publication).*—

*Subject.*—The Fixed White Light on Fingal Head will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 15th June 1920.

*Position.*—Southward of Tweed River entrance.

Lat. 28° 11' S., long. 153° 35' E. on Chart No. 1028.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{1}{2}$ secs.

*Visibility.*—12 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched. The Signal Station will be discontinued, and the Lightkeeper withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1028, Evans Head to Danger Point.

„ 1029, Danger Point to Cape Moreton.

„ 3623, Cape Byron to Lady Elliott Island.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2588.

Australia Pilot, Vol. III, 1916, page 88.

*Authority.*—Melbourne Notice No. 4 of 1920.

W. K. THYNE, COMDR., R. I. M.,

*Offg. Port Officer of Calcutta.*

*The 15th March 1920.*

#### BRITISH NORTH BORNEO, EAST COAST—DARVEL BAY.

*Langas Island—Shoal south-westward of.*

*No. 59 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1920), are republished :—

*Position.*—At a distance of about one mile south-westward from the 360 ft. summit on Langas island.

Lat.  $4^{\circ} 31' 45''$  N., long.  $118^{\circ} 31' 10''$  E.

*Description.*—The shoal is about 20 yards in extent, with a least depth of 3 feet (rock and coral).

*Charts affected.*—No. 1680, Darvel bay.

„ 1681, Northern shore of Sibuko bay.

„ 2576, Sulu archipelago and north-east coast of Borneo.

„ 2660b, China sea, southern portion—eastern sheet.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 203.

*Authority.*—Superintendent of Shipping, Sandakan. (H. 270-20)

#### BORNEO, SOUTH COAST—BARITO RIVER APPROACH.

*Barito light-vessel—Temporarily replaced by light-boat.*

*No. 60 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 139 of 1920), are republished :—

*Position.*—At a distance of about  $5\frac{1}{2}$  miles southward from Tanjong Burung.

Lat.  $3^{\circ} 39'$  S., long.  $114^{\circ} 30\frac{1}{2}'$  E.

*Details.*—Barito light-vessel, formerly exhibiting an occulting white light, has been damaged and sunk; the station is temporarily marked by a light-boat exhibiting a *fixed white* light.

*Charts temporarily affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur.

„ 941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1919, No. 1076.

Eastern Archipelago Pilot, Part II, 1913, page 333;  
Revised Supplement (2). 1918.

*Authority.*—Hague Notice No. 2852 of 1919. (H. 132-20.)

## CHINA, EAST COAST.

*Chifu (Yentai) Approach—Correction to Chart No. 2459 with regard to rock.*

No. 61 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 146 of 1920), are republished :—

*Former Notice.*—No. 1646 of 1919. (*This Office No. 319 of 1919.*)

*Position.*—At a distance of about 16 miles northward of Chifu lighthouse.

Lat.  $37^{\circ} 48' 00''$  N., long.  $121^{\circ} 30' 00''$  E.

*Correction.*—The  $4\frac{1}{2}$ -fathom rock in the above position, referred to in the former Notice, is not shown on some copies of chart No. 2459 and is to be inserted.

*Chart affected.*—No. 2459, North-west Pacific ocean, &c.

*Authority.*—Hydrographic Department. (*H. 219-20.*)

## JAPAN—INLAND SEA, BI-SAN SETO.

*Ogi Jimu—Wreck north-eastward of, removed.*

No. 62 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 147 of 1920), are republished :—

*Former Notice.*—No. 1181 of 1919. (*This office No. 257 of 1919.*)

*Position.*—At a distance of about  $7\frac{1}{2}$  cables north-eastward from Ogi jima lighthouse.

Lat.  $34^{\circ} 26\frac{1}{2}'$  N., long.  $134^{\circ} 04'$  E.

*Remarks.*—The wreck of the SS. *Nuoetsu Maru*, formerly situated in the above position, has been removed.

*Charts affected.*—No. 1969, Ozuchi jima to Funoko sima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 363 of 1919. (*H. 215-20.*)

## JAPAN, INLAND SEA—SHIMONOSEKI KAIKYO, WESTERN ENTRANCE.

*Kasa Ze shoal—Wreck westward of.*

No. 63 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 148 of 1920), are republished :—

*Position.*—At a distance of about 4 cables westward from Kasa ze shoal, and two miles and one-quarter of a cable,  $305^{\circ}$  (*N.  $50^{\circ}$  W. Mag.*), from Manaita Iwa lighthouse.

Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 51\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a sailing vessel, with masts showing about 6 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 354 of 1919. (*H. 213-20.*)

## SUMATRA, WEST COAST.

*Cape Felix; Pulo Tapak; Pulo Nias and Pulo Pinie—Amendments to chart with regard to shoals in vicinity of.*

No. 64 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 150 of 1920), are republished :—

*Position.*—Cape Felix, lat.  $3^{\circ} 44'$  N., long.  $96^{\circ} 30'$  E.

Batu Belohang, Pulo Pinie, lat.  $0^{\circ} 09'$  N., long.  $98^{\circ} 30'$  E.

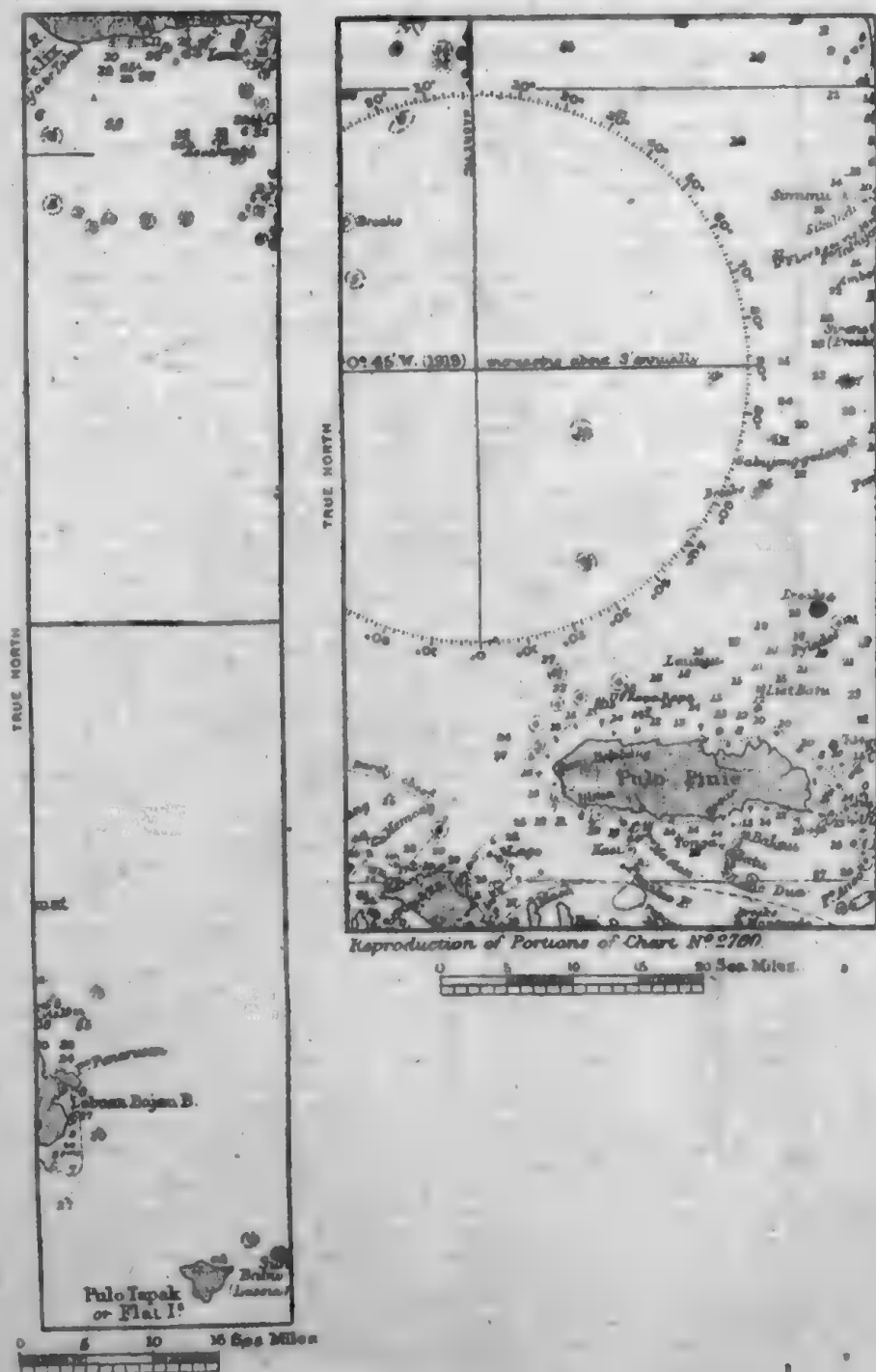
*Details.*—The accompanying reproduction of portions of chart No. 2760 show certain necessary amendments with regard to rocks and shoals off Cape Felix and Pulo Tapak, and to the northward and south-eastward of Rulo Pinie.

*Remarks.*—It will be noticed that Success and Lawee reefs, which according to latest information do not exist, have been omitted from the reproduction. These two reefs are to be expunged from chart No. 748b, and the depth of 10 fathoms in lat.  $0^{\circ} 34' N.$ , long.  $98^{\circ} 32' E.$ , shown on the reproduction, is to be inserted on that chart.

*Charts affected.*—No. 2760, Acheh head to Chingkuk bay.  
.. 748b, Indian ocean—northern portion.

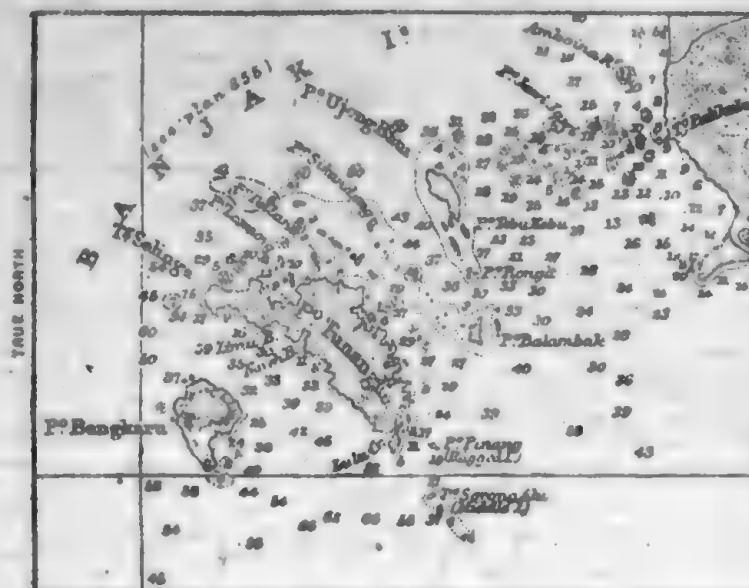
*Publication.*—China Sea Pilot, Vol. I, 1916, pages 324, 325, 326, 355-421, 447.

*Authority.*—Netherlands Government Charts. (H. 9429-19.)

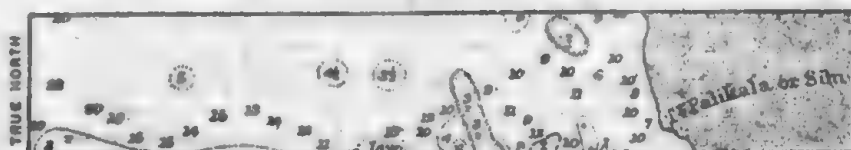








Reproduction of Portion of Chart N° 2760



Reproduction of Portion of Chart N° 855



### CHINA, EAST COAST.

*Kyau Chau Bay Entrance—Light-and-Bell-Buoy and Light-and-Whistle-Buoy established in place of Buoys.*

No. 66 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 158 of 1920), are republished:—

(1) No. 6 light-and-bell-buoy:

*Position.*—At a distance of about 2 cables eastward from the position formerly occupied by No. 6 bell-buoy, which has been withdrawn, and 2½ cables 314° (N. 42° W. Mag.), from Horse Shoe rock light-beacon.

Lat. 36° 04½' N., long. 120° 17'E.

*Description.*—A light-and-bell-buoy, painted red and numbered "6," exhibiting a flashing white light every three seconds.

## (2) No. 8 light-and-whistle-buoy:

*Position.*—At a distance of about 2 cables eastward from the position formerly occupied by No. 8 whistle buoy, which has been withdrawn, and  $3\frac{3}{16}$  cables  $137^{\circ}$  (S.  $39^{\circ}$  E. Mag.), from Yu-nui-san lighthouse.

Lat.  $36^{\circ} 02\frac{1}{2}'$  N., long.  $120^{\circ} 17'$  E.

*Description.*—A light-and-whistle-buoy, painted red and numbered "8," exhibiting a *flashing white* light every three seconds.

*Variation*— $4^{\circ}$  W.

*Charts affected.*—No. 857, Kyau chau bay.

.. 1255, Kyau chau bay to Lai chau bay (2).

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 175 of 1919. (H. 5108-19.)

## PERSIAN GULF.

*Bunder-Abbas—Submarine cable removed.*

No. 67 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 15M. of 1920), are republished:—

*Former Notices.*—60-M. of 1919 (Admiralty Nos. 1517 and 1846 of 1919). (This office No. 277 of 1919.)

*Position.*—Bunder-Abbas Cable House:—

Lat.  $27^{\circ} 11' 20''$  N.

Long.  $56^{\circ} 17' 50''$  E.

*Details.*—The Telephone Cable, which connected the mooring buoy that was removed on the 14th August 1919, no longer exists.

*Date removed.*—Picked up by I. G. T. S. "Patrick Stewart" on 20th November 1919.

*Charts affected.*—No. 3599, Plan of Bunder-Abbas.

.. 753, Entrance of the Persian Gulf.

*Publication.*—Persian Gulf Pilot, 1915, page 202; Supplement No. 4, 1919.

*Authority.*—Surveyor in charge, Marine Survey of India.

## PERSIAN GULF.

*Kishm Island—Light buoy out of position and not burning.*

No. 68 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 16M. of 1920), are republished:—

*Position.*—Lat.  $25^{\circ} 57' 10''$  N.

Long.  $56^{\circ} 18' 22''$  E.

*Details.*—Information has been received from the Port Officer, Bombay, that the Master of SS "Palitana" reports that the light buoy, exhibiting a white flashing light, moored eastward of Kishm fort, is out of position and is not burning.

*Charts temporarily affected.*—No. 753, Entrance of the Persian Gulf.

.. 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 206.

Indian List of Lights, 38th Issue, 1919, No. 40.

*Authority.*—Director of the Royal Indian Marine, Bombay, 25th February 1920.

AUSTRALIA, EAST COAST.

*Cairns harbour, entrance channel—Clock-beacon and tide-gauge structure disappeared.*

*No. 69 (third publication).*—The Port Master, Brisbane, has given Notice (No. 1 of 1920) that as a result of the recent cyclone, the clock-beacon and tide-gauge structure at the entrance channel, Cairns Harbour, has disappeared.

Until the position of the wreckage of the beacon has been ascertained, masters of vessels are requested to observe due caution when navigating the locality in which the beacon formerly stood.

*Charts affected* —Nos. 3133, 2350, 2924 : Australia Directory, vol. II.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, APRIL 14, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 5th April 1920.

#### CHINA SEA—BILLITON ISLAND, NORTH-WEST COAST.

##### *Eleven Islands—Amendments to Charts with regard to Shoals.*

*No. 97 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 281 of 1920), are republished:—

*Position.*—Langkuas light, lat.  $2^{\circ} 32' 15''$  S., long.  $107^{\circ} 37' 17''$  E..

*Details.*—The necessary amendments to chart No. 3597 with regard to shoals, &c., in the vicinity of Eleven islands are shown on the accompanying reproduction of a portion of that chart.

*Charts affected.*—No. 3597, Approaches to Tanjong Pandan.

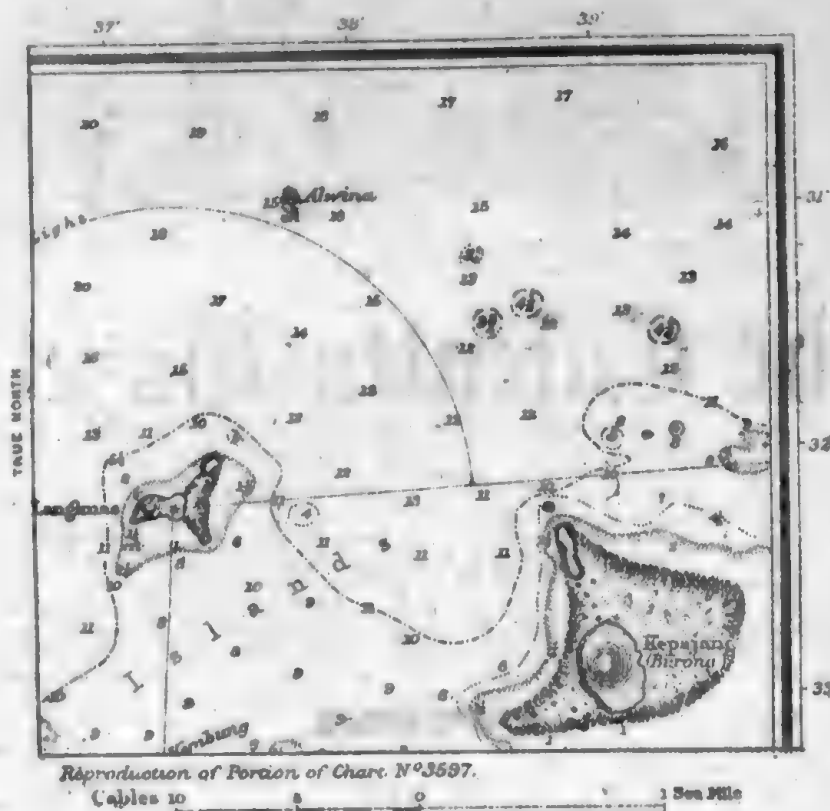
„ 2137, Gaspar strait.

„ 2149, Banka and Gaspar straits.

„ 2160, Carimata strait.

*Publication.*—China Sea Pilot, Vol. II., 1915, page 167.

*Authority.*—Netherlands Government Chart. (*H. 152-20.*)



## RED SEA—EASTERN SHORE.

*Lith to Kamaran—information with regard to Beacons and Buoys.*

No. 98 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 302 of 1920), are republished:—

## (1) Beacons disappeared:

- Details.*—The undermentioned beacons have disappeared and are to be expunged from the charts:—

	Position.	Description.
(a) Katat el Gursh ...	Lat. $20^{\circ} 07\frac{1}{2}'$ N., long. $40^{\circ} 05\frac{1}{2}'$ E.	Triangle.
(b) Abulat island ...	" $19^{\circ} 57'$ N., " $40^{\circ} 08'$ E.	Triangle.
(c) Unnamed reef 4 miles westward from Ras Abu Kalb.	" $18^{\circ} 40\frac{1}{2}'$ N., " $41^{\circ} 07\frac{1}{2}'$ E.	—
(d) Northern end of Umm Kerkan shoal.	" $18^{\circ} 25'$ N., " $41^{\circ} 23'$ E.	—

## (2) Buoys disappeared:

- Details.*—The undermentioned buoys have disappeared and are to be expunged from the charts:—

	Position.	Description.
(a) Off Ras Abu Matna	Lat. $18^{\circ} 51\frac{1}{2}'$ N., long. $41^{\circ} 08\frac{1}{2}'$ E.	White conical with ball topmark.
(b) Eastern side of Umm Kerkan shoal.	" $18^{\circ} 22'$ N., " $41^{\circ} 24'$ E.	Black conical with ball topmark.
(c) Shab Badinjan shoal	" $15^{\circ} 32\frac{1}{2}'$ N., " $42^{\circ} 36\frac{1}{2}'$ E.	Black can with ball topmark.



## (3) Caution with regard to buoy:

*Position.*—Marking the eastern side of Katat el Awwal shoal.  
Lat.  $19^{\circ} 50\frac{1}{2}'$  N., long.  $40^{\circ} 32\frac{1}{2}'$  E.

*Note.*—The cautionary note “(*Liable to shift*)” is to be placed on the plan on chart No. 14 against the above buoy.

*Charts affected.*—No. 8c, Red sea—sheet 3.  
                              “ 8d, Red sea—sheet 4.  
                              “ 143, Jebel Teir to Perim island.  
                              “ 2523, Red sea.  
                              “ 14, Plan of Approaches to Ras el Askar.

*Authority.*—H.M.S. *Clematis*, Hyd. Note No. 1 of 1919. (H. 656-20.)

## CHINA SEA.

*Traffic Regulations.*

*No. 99 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 307 of 1920), are republished:—

*Former Notice.*—No. 155 of 1919 (*This office No. 70 of 1919*); hereby cancelled.

## I

## II. SWATAU.

The following Regulations have been made with reference to the existence of mines in the approaches to Swatau:—

1. Vessels are forbidden to proceed by the channel northward of Sugar Loaf lighthouse.
2. All vessels, including men-of-war, must enter and leave the port by the channel to the southward of Sugar Loaf lighthouse.
3. All vessels, including men-of-war, when entering and leaving, must, when at a distance of 3 miles from Sugar Loaf lighthouse, slow down to a speed not exceeding 6 knots.
4. Vessels leaving or approaching Sugar Loaf lighthouse may not anchor within a distance of 4 miles outside and 2 miles inside thereof, nor throw overboard heavy articles, to do so being dangerous.
5. A guardboat will be stationed by the authorities, which, in case of changes in the minefield, will approach and guide incoming and outgoing steamers.
6. All incoming and outgoing vessels should give 24 hours' notice of their expected arrival or departure to the Swatau police.
7. If vessels, including men-of-war, disregard the above rules and thereby incur risks, the local authorities will not accept responsibility.
8. The time for leaving and entering the port is fixed for the hours between 6 A.M. and 6 P.M.

*Note.*—This Notice is a revision of the former Notice quoted above.

*Authority.*—Shanghai Notice. (H. 7592-19.)

## AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

*Tortoise Head Light—Alteration in Characteristics.*

*No. 100 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 319 of 1920), are republished:—

*Former Notice.*—No. 1880 of 1919. (*This Office No. 356 of 1919.*)

*Position*—Lat.  $38^{\circ} 24' 40''$  S., long.  $145^{\circ} 16' 25''$  E.

*New abridged description.*—Lt. Fl., W. & R.

*Details.*—The flashing white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A flashing light, with white and red sectors, showing a short flash, followed by an eclipse of five seconds.

*Sectors.*—Red from  $59^{\circ}$  (N.  $51^{\circ}$  E. Mag.) to  $61^{\circ}$  (N.  $53^{\circ}$  E. Mag.);

White thence to  $62^{\circ}$  (N.  $54^{\circ}$  E. Mag.);

Red thence to  $63^{\circ}$  (N.  $55^{\circ}$  E. Mag.).

Obscured elsewhere.

*Caution.*—Vessels using this light to enter or leave the western entrance to Port Western should be careful to keep within the full beam of the white light, as the red sectors on either side indicate proximity to the Middle bank to the northward and McHaffie reef to the southward.

*Variation.*— $8^{\circ}$  E.

*Charts affected.*—No. 1707, Port Western.

" 1695b, Bass strait—western sheet.

" 3169, Port Phillip to Gabo island.

*Publications.*—List of Lights, Part VI., 1920, No. 2485.  
Australia Pilot, Vol. II., 1918, page 156.

*Authority.*—Melbourne Notice No. 7 of 1919. (H. 956-20.)

#### JAPAN—INLAND SEA, GULF OF OSAKA.

*Wada Misaki*—Wreck south-eastward of.

*No. 101 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 321 of 1920), are re-published:—

*Position (approximate).*—At a distance of 5 cables,  $138^{\circ}$  (S.  $37^{\circ}$  E. Mag.), from Wada misaki lighthouse.

Lat.  $34^{\circ} 38\frac{1}{2}'$  N., long.  $135^{\circ} 11\frac{1}{2}'$  E.

*Description.*—Wreck of a vessel sunk in the year 1919, with two masts showing about 4 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

" 16, Kobe and Osaka.

" 3566, Izumi nada and Harima nada.

" 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 380 of 1919. (H. 869-20.)

#### CHINA SEA.

*Billiton (Belitung) Island. North Coast*—Amendments to Charts with regard to Rocks and Shoals.

*No. 102 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 333 of 1920), are re-published:—

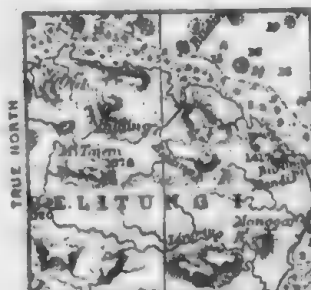
*Position.*—Burung Mandi point, lat.  $2^{\circ} 45'$  S., long.  $108^{\circ} 17'$  E.

*Details.*—The accompanying reproductions of portions of charts Nos. 2160 and 941a shew the necessary amendments to these charts with regard to rocks and shoals off the northern coast of Billiton island.

*Charts affected.*—No. 2160, Carimata strait.  
 „ 941a, Eastern archipelago—sheet 1.  
*Authority.*—Netherlands Government Chart. (H. 467-20.)



Reproduction of Portion of Chart No. 2160.



Reproduction of Portion of Chart No. 941A.



### MADAGASCAR, EAST COAST.

#### *Derelict reported.*

*No. 103 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 344 of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 44'$  S., long  $51^{\circ} 58'$  E.

*Date sighted.*—On the 5th February 1920.

*Description.*—Derelict steamer *Ville d'Alger*.

*Caution.*—This derelict, which was reported to be drifting to the north-westward at the rate of one mile an hour, constitutes a danger to navigation.

*Charts temporarily affected.*—No. 759b, Antongil bay to Ambatosoa.  
 „ 597, Delagoa bay to Cape Guardafui.  
 „ 2899, Chagos archipelago to Madagascar.  
 „ 748a, Indian ocean—southern portion.

*Authority.*—Commander-in-Chief, Simonstown. (H. 1291-20.)

## RED SEA, EASTERN SHORE—KAMARAN HARBOUR APPROACH.

*Quarantine Anchorage—Buoys to be expunged from Chart.*

*No. 104 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 348 of 1920), are republished :—

*Positions.*—At distances of about  $5\frac{1}{2}$  and 11 cables north-eastward, respectively, from North point, at the entrance to Kamaran harbour.

North point, lat.  $15^{\circ} 20\frac{1}{4}'$  N., long  $42^{\circ} 36'$  E.

*Description.*—Each a red conical buoy with ball topmark.

*Remarks.*—These buoys are to be expunged from the chart.

*Chart affected.*—No. 543, Kamaran passage and southern approach.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 366; Revised Supplement (3), 1917.

*Authority.*—Hydrographic Department. (H. 683-20.)

## AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Corny Point Light—Intended alteration in Character. Signal Station to be discontinued.*

*No. 105 (first publication).*—

*Subject.*—The Fixed White Light with Red Sector on Corny Point will be replaced by a Group Flashing White Light with Red Sector (U); and, further, that the signal station will be discontinued, on or about 30th June 1920.

*Position.*—North extreme of Corny Point.

Lat.  $34^{\circ} 54'$  S., long.  $137^{\circ} 01'$  E. on Chart No. 2389.

*Details.*—The Fixed White Light with Red Sector will be replaced by a New Light having the undermentioned characteristics :—

*Character.*—Group Flashing White Light with Red Sector, showing four flashes in quick succession every twelve seconds, thus :—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ secs.

*Sectors.*—Red from  $29^{\circ}$  (N.  $24\frac{1}{2}^{\circ}$  E. Mag.) to  $54^{\circ}$  (N.  $49\frac{1}{2}^{\circ}$  E. Mag.); White from  $54^{\circ}$  (N.  $49\frac{1}{2}^{\circ}$  E. Mag.) through East and South to  $249^{\circ}$  (S.  $64\frac{1}{2}^{\circ}$  W. Mag.).

*Visibility.*—White, 15 miles. Red, 7 miles.

*Power.*—White, 2500 candles. Red, 1000 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued, and the Light-keepers withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2389, St. Vincent and Spencer Gulfs.

„ 2759b, Australia, southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919 No. 2308.

Australia Pilot, Vol. I., 1918, page 195.

*Authority.*—Melbourne Notice No. 5 of 1920.

## AUSTRALIA—EAST COAST, CLEVELAND BAY.

*Bay Rock Light*—*Intended alteration in Characteristics.*  
*Signal station to be discontinued.*

No. 106 (first publication).—

*Subject*.—The fixed White Light with Red Sector on Bay Rock will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the Signal Station will be discontinued, on or about 31st May 1920.

*Position*.—Lat.  $19^{\circ} 07' S.$ , long.  $146^{\circ} 46' E.$  on Chart No. 2349.

*Details*.—The fixed White Light with Red Sector will be replaced by a New Light having the undermentioned characteristics :—

*Character*.—Group Flashing White Light, with Red Sector, showing two flashes in quick succession every six seconds thus :

Flash	Eclipse	Flash	Eclipse
$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	$4\frac{1}{2}$ secs.

*Visibility*.—White, 15 miles. Red, 6 miles.

*Power*.—White, 1,500 candles. Red, 600 candles.

*Remarks*.—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

*Note*.—No further notice will be given.

*Charts affected*.—No. 1102, Cleveland Bay.

„ 2349, Magnetic Island to Double Point.

„ 348, Whitsunday Island to Magnetic Island.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 2759a, Australia, Northern Portion.

*Publications*.—List of Lights and Time Signals, Part VI., 1919, No. 2710.

Australia Pilot, Vol. IV., 1917, page 163.

*Authority*.—Melbourne Notice No. 6 of 1920.

## CHINA SEA—CANTON HARBOUR—BACK REACH.

*Uncharted Rocky Patch Found ; buoy established.*

No. 107 (first publication).—

The Coast Inspector, Shanghai, has given Notice (No. 698 of 1920), that an uncharted rocky patch has been found in the Back Reach, Canton Harbour. This rock is situated abreast of Jardine, Matheson & Co.'s Wharf (late Hamburg-American Line Wharf) and is 200 feet in length and 50 feet in breadth and has a least depth over it of 10 feet at low water of spring tides. It lies about parallel to and 150 feet from the outer edge of the wharf. This rock is to be known as the Sha Chung Rock.

A black Buoy, to be known as the Sha Chung Rock Buoy, has been established to mark the middle of the rocky patch. A fixed green light is placed on this Buoy from sunset to sunrise.

*The 29th March 1920.*

NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR.

- (1) *Harrington Point*—Alteration in positions of beacons southward of.  
 (2) *Port Chalmers*—Beacons established in place of buoys.

No. 85 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 232 of 1920), are republished:—

(1) **Harrington Point.**

- (a) *Position*.—At a distance of about half a cable northward from former position and 4 cables,  $180^{\circ}$  (S.  $19^{\circ}$  E. *Mag.*), from the light beacon on Harrington point.

Lat.  $45^{\circ} 47\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Description*.—A black pile beacon, numbered "2."

- (b) *Position*.—At a distance of about 70 yards northward from former position and  $1\frac{1}{4}$  cables,  $1^{\circ}$  (N.  $18^{\circ}$  W. *Mag.*), from the northern extreme of Maori Kaike jetty.

*Description*.—A black pile beacon, numbered "4."

(2) **Port Chalmers.**

- (a) *Position*.—At a distance of about half a cable north-eastward from the Observation spot on the railway wharf, in the position formerly occupied by the red conical buoy which has been withdrawn.

Lat.  $45^{\circ} 49\frac{1}{2}'$  S., long.  $170^{\circ} 39'$  E.

- (b) *Position*.—At a distance of about half a mile northward from the fixed red light on Goat island, in the position formerly occupied by the can buoy which has been withdrawn.

- (c) *Position*.—At a distance of about 3 cables south-westward from the fixed red light on Goat island, in the position formerly occupied by the can buoy which has been withdrawn.

*Description*.—Each a red pile beacon.

*Variation*.— $19^{\circ}$  E.

*Chart affected*.—No. 2411, Otago harbour with plans of harbour entrance and Port Chalmers.

*Publications*.—New Zealand Pilot, 1908, page 253.

New Zealand Pilot, 1919 (*in press*), page 362.

*Authority*.—Wellington Notices Nos. 67 and 70 of 1919.

(H. 9083 & 9232-19.)

PHILIPPINE ISLANDS—SULU (MINDORO) SEA.

*Panay Gulf approach*—Obstruction reported.

No. 86 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 237 of 1920), are republished:—

*Position (approximate)*.—At a distance of about  $22\frac{1}{4}$  miles north-eastward from Manukan island lighthouse.

Lat.  $9^{\circ} 51' 00''$  N., long.  $121^{\circ} 40' 00''$  E.



*Description.*—An obstruction resembling a sandbank; about 2½ cables in length, with numerous bamboo poles projecting about 6 feet above water, was observed in the above position.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "*Reported (1919).*"

*Charts affected.*—No. 2578, Eastern part of the Sulu or Mindero sea.  
 „ 943, Molucca passage to Manila.  
 „ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 71.

*Authority.*—Captain J. E. Richards, Master of the SS. *Taming*.  
 (H. 508-20.)

#### GULF OF ADEN—ZEILA ROADSTEAD.

*Caution with regard to depth on shoal.*

*No. 87 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 238 of 1920), are republished:—

*Position.*—Lat. 11° 23½' N., long. 43° 33' E.

*Caution.*—Less water than shown on the chart is reported to exist over the large shoal extending from Zeila drying spit towards Sea Gull shoal.

*Note.*—The note "*Less water reported (1919)*" is to be placed against this shoal on the charts.

*Charts affected.*—No. 919, Plan of Zeila roadstead.  
 „ 253, Jebel Jau to Shab Kulangarit.  
 „ 6b, Gulf of Aden—western portion.  
 „ 8e, Red sea—sheet 5.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 436.

*Authority.*—Aden Notice No. 1946 of 1919. (H. 118-20.)

#### EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

*Matarapi and Lasolo bays*—Amended positions of discoloured water patches on Chart No. 3148.

*No. 88 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 239 of 1920), are republished:—

(1) Matarapi bay:

*Amended position.*—At a distance of about 7 cables southward from charted position.

Lat. 3° 17' 30" S., long. 122° 24' 30" E.

(2) Lasolo bay:

*Amended position.*—At a distance of about 4 cables southward from charted position.

Lat. 3° 36' 10" S., long. 122° 19' 55" E.

*Remarks.*—The patches of discoloured water, with the year date (1914), are to be moved on chart No. 3148 to the positions given above.

*Chart affected.*—No. 3148, Salabangha strait and approaches.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 484, 485; Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 101 (Misc.) of 1918. (H. 3353-18.)

## PHILIPPINE ISLANDS, MINDANAO ISLAND—DAPITAN BAY.

*Estacion Point—Existence of islet and rock south-westward of.*

No. 89 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 251 of 1920), are republished:—

## (1) Islet:

*Position.*—At a distance of about three-quarters of a cable south-westward from Estacion point, and 2 miles,  $351^{\circ}$  (N.  $10^{\circ}$  W. Mag.), from Fort A situated near the southern end of the bay.

Lat.  $8^{\circ} 40\frac{1}{2}'$  N., long.  $123^{\circ} 25\frac{1}{2}'$  E.

*Description.*—A small islet.

## (2) Rock:

*Position.*—At a distance of 2 cables,  $220^{\circ}$  (S.  $39^{\circ}$  W. Mag.), from the islet described above.

*Depth.*—Not stated.

*Note.*—The symbol for a rock with a depth of less than 6 feet encircled by a danger line, is to be placed on the chart in this position.

*Variation.*— $1^{\circ}$  E.

*Chart affected.*—No. 957, Plan of Dapitan bay.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 449.

*Authority.*—Manila Notice No. 9 of 1919. (H. 9646-19.)

## AFRICA, SOUTH-EAST COAST—NATAL.

*Aliwal shoal—Obstruction reported eastward of.*

No. 90 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 253 of 1920), are republished:—

*Position (approximate).*—At a distance of about one mile eastward from Aliwal shoal, and  $3\frac{1}{10}$  miles  $96^{\circ}$  (S.  $63^{\circ}$  E. Mag.), from beacon on Green point.

Lat.  $30^{\circ} 15' 35''$  S., long.  $30^{\circ} 51' 00''$  E.

*Description.*—A submerged obstruction.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "Obstruction repd. (1919)."

*Variation.*— $21^{\circ}$  W.

*Charts affected.*—No. 2088, Umtamvuna river to Tugela river; and plan of Aliwal shoal.

„ 2095, Hondeklip bay to Port Natal.

*Publication.*—Africa Pilot, Part III, 1915, page 167.

*Authority.*—Board of Trade. (H. 709-20.)

## AUSTRALIA, NEW SOUTH WALES—SYDNEY HARBOUR.

*Rushcutt bay—Mooring-buoy established.*

No. 91 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 264 of 1920), are republished:—

*Position.*—At a distance of  $3\frac{3}{8}$  cables,  $112^{\circ}$  (S.  $77^{\circ}$  E. Mag.), from the flagstaff on Potts point.

Lat.  $33^{\circ} 52\frac{1}{2}'$  S., long.  $151^{\circ} 14'$  E.

*Description.*—A mooring-buoy, numbered "10."

*Variation.*— $9^{\circ}$  E.

*Charts affected.*—No. 1206, Sydney harbour—Bradley head to Daws point.

„ 1069, Port Jackson.

*Publications.*—Australia Pilot, Vol. 11, 1918, page 500.

Australia Pilot, Vol. 411, 1916, page 33.

*Authority.*—H. M. Chart Depot, Garden Island, Hydrographic Note No. 2 of 1919. (H. 9497-19.)

## JAVA, NORTH COAST—SURABAYA STRAIT APPROACH.

*Solo River entrance—Alteration in light on light-buoy.*

*No. 92 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 265 of 1920), are republished:—

*Former Notice.*—No. 217 of 1920. (*This office No. 75 of 1920.*)

*Position.*—Lat.  $6^{\circ} 50\frac{1}{4}'$  S., long.  $112^{\circ} 33\frac{1}{4}'$  E.

*Alteration.*—The light on the white conical light-buoy in the above position has been altered from occulting white to occulting red every six seconds, thus:

Light,	eclipse,
3 secs.	3 secs.

*Charts affected.*—No. 931, Surabaya strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 131.

*Authority.*—Hague Notice No. 116 of 1920. (*H. 638-20.*)

## NEW ZEALAND, NORTH ISLAND.

*New Plymouth harbour—Leading beacons erected; Breakwater extension works in progress.*

*No. 93 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 266 of 1920), are republished:—

1. Leading beacons erected:

(a) Front beacon:

*Position (approximate).*—On the foreshore eastward of the whaling station and at a distance of  $3\frac{1}{4}$  cables,  $297^{\circ}$  (N.  $79^{\circ}$  W. Mag.), from the Wesleyan Mission School.

Lat.  $39^{\circ} 03\frac{1}{4}'$  S., long.  $174^{\circ} 00\frac{1}{4}'$  E.

*Description.*—A triangular shaped beacon, painted white with a black vertical stripe through the centre.

(b) Rear beacon:

*Position.*—At a distance of 180 feet,  $197^{\circ}$  (S.  $1^{\circ}$  W. Mag.), from the front beacon.

*Description.*—As in (a) above.

*Note.*—These beacons when in line bearing  $197^{\circ}$  (S.  $1^{\circ}$  W. Mag.), lead past the end of the breakwater.

2. Breakwater extension works in progress:

*Details.*—It is intended to extend the breakwater on the western side of the harbour for a distance of 800 feet on the line of the breakwater; works are now in progress, and stone is being deposited for the foundation of the proposed extension.

*Note.*—The foregoing extension is to be indicated on the chart in pecked lines, with the note “Constructing (1919)” placed against it.

*Variation.*— $16^{\circ}$  E.

*Chart affected.*—No. 2535, Plan of New Plymouth or Taranaki road.

*Publications.*—New Zealand Pilot, 1908, page 164.

New Zealand Pilot, 1919 (*in press*), page 87.

*Authority.*—Wellington Notice No. 87 of 1919. (*H. 63-20.*)

## NEW GUINEA, SOUTH COAST.

*Merauke River approach—Shoal marked by breakers reported.*

*No. 94 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 268 of 1920), are republished:—

*Position (approximate).—*At a distance of about  $8\frac{1}{2}$  miles south-westward from the lighthouse at the entrance to Merauke river.

Lat.  $8^{\circ} 33' 00''$  S., long.  $140^{\circ} 15' 30''$  E.

*Details.—*A shoal was sighted in the above position by the SS. *Mossel*. Except in calm weather the shoal is marked by breakers.

*Note.—*The shoal is to be marked on the chart with the note "*Breakers repd. (1919) (P.A.)*."

*Chart affected.—*No. 447, Western approaches to Torres strait.

*Publication.—*Australia Pilot, Vol. 111, 1916, page 213.

*Authority.—*Hague Notice No. 2295 of 1919. (*H. 9540-19*).

## MADAGASCAR, EAST COAST.

*River Mananjara entrance—Light established.*

*No. 95 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 276 of 1920), are republished:—

*Position.—*Lat.  $21^{\circ} 10' 20''$  S., long.  $48^{\circ} 27' 10''$  E., on chart No. 759b.

*Abridged description.—*Lt. F., 33 ft., vis. 7 m.

*Characteristics:*

*Character.—*A fixed white light.

*Elevation.—*33 feet.

*Visibility.—*7 miles.

*Chart affected.—*No. 759b, Antongil bay to Ambatosoa.

*Publications.—*List of Lights, Part VI, 1920, No. 206.

South Indian Ocean Pilot, 1911, page 302.

*Authority.—*Journal Officiel of Madagascar. (*H. 261-20*).

## INDIA, WEST COAST—ARABIAN SEA.

*Caution—Muttum lighthouse—Report of a derelict native craft off.*

*No. 96 (second publication).—*The Presidency Port Officer, Madras, has given Notice No. 12 of 1920, that information has been received by telegram from the Port Officer, Tuticorin, stating that the Master of the 'Queda' has reported having sighted a large derelict native craft with mast showing S.  $33^{\circ}$  W. 13.5 miles from the Muttum Lighthouse.

Mariners are warned accordingly.

*The 24th March 1920.*

## JAVA, NORTH COAST.

*Inderamayu West Road—Light-Buoy to be replaced by Buoy.*

*No. 76 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 175 of 1920), are republished:—

*Date of alteration.—*Very shortly.

*Position.—*On the eastern side of Inderamayu west road.

Lat.  $6^{\circ} 14' 8''$  S., long.  $108^{\circ} 13' 8''$  E.

*Details.—*The red and black horizontally striped light-buoy with occulting white light will be replaced by a black conical buoy with ball topmark.

*Note.—*No further Notice will be given.

*Charts affected.—*No. 1658, Island of Java—western portion.

" 941a, Eastern archipelago—sheet I.

*Publication.—*Eastern Archipelago Pilot, Part II, 1913, page 108.

*Authority.—*Hague Notice No. 2458 of 1919. (*H. 8987-19*).

JAVA, NORTH COAST—BATAVIA ROADS.

(1) *Jong (Junk Reef)*.—Buoy established; Buoy withdrawn.

(2) *Hordyk (Blommenthal) Rock*.—Buoy withdrawn.

No. 71 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 189 of 1920), are republished:—

(1) *Jong (Junk reef)*.

*Position*.—On the northern edge of the reef at a distance of about  $1\frac{1}{2}$  cables north-westward from the position formerly occupied by the black can buoy with cone topmark, which has been withdrawn.

Lat.  $5^{\circ} 51' 00''$  S., long.  $106^{\circ} 39' 10''$  E.

*Description*.—A white conical buoy with ball topmark.

(2) *Hordyk (Blommenthal) Rock*.

*Position*.—Lat.  $5^{\circ} 57'$  S., long.  $106^{\circ} 36\frac{1}{2}'$  E.

*Details*.—The black can buoy with cone topmark, formerly marking the south-eastern edge of the rock, has been withdrawn.

*Charts affected*.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches.

„ 1653, Island of Java—western portion.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, pages 81, 85.

*Authority*.—Hague Notice No. 2851 of 1919. (H. 131-20.)

EASTERN ARCHIPELAGO—ARU ISLANDS.

*Pulo Wamar*.—Discoloured water reported south-westward of.

No. 72 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 198 of 1920), are republished:—

*Position*.—At a distance of about 2 $\frac{1}{2}$  miles south-westward of Pulo Wamar.

Lat.  $5^{\circ} 50' 30''$  S., long.  $134^{\circ} 07' 50''$  E.

*Details*.—Discoloured water, indicating the possible existence of a shoal, was sighted by the SS. *Mossel* in the above position.

*Note*.—The position is to be encircled by a danger line on the charts and marked “Discol. water (1919).”

*Chart affected*.—No. 470, Aru islands.

*Publication*.—Eastern Archipelago Pilot, Part III, 1911, page 188.

*Authority*.—Hague Notice No. 2294 of 1919. (H. 9539-19.)

JAVA—NORTH COAST.

*Batavia Roads and approaches*.—Alterations in Buoyage.

No. 73 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 214 of 1920), are republished:—

(1) *Buoys withdrawn*:

(a) *Position*.—On the southern side of Pas op shoal.

Lat.  $6^{\circ} 04\frac{1}{2}'$  S., long.  $106^{\circ} 49'$  E.

*Description*.—Black can buoy.

(b) *Position*.—On the northern side of Karang di Tenga reef.

Lat.  $5^{\circ} 59\frac{1}{2}'$  S., long.  $106^{\circ} 35'$  E.

*Description*.—White conical buoy with ball topmark.

(c) *Position*.—Marking Lekapo reef.Lat.  $5^{\circ} 56\frac{1}{4}'$  S., long.  $106^{\circ} 40'$  E.*Description*.—White conical buoy with ball topmark.(d) *Position*.—Marking Menjumbang reef.Lat.  $5^{\circ} 53\frac{1}{4}'$  S., long.  $106^{\circ} 39\frac{1}{4}'$  E.*Description*.—Red conical buoy with ball topmark.(e) *Position*.—Marking Panjang di Laut reef.Lat.  $5^{\circ} 52\frac{1}{4}'$  S., long.  $106^{\circ} 38\frac{1}{4}'$  E.*Description*.—White conical buoy with ball topmark.

## (2) Alteration in description of buoys:

(a) *Position*.—On southern side of Neerstuk reef.Lat.  $6^{\circ} 04\frac{1}{4}'$  S., long.  $106^{\circ} 50'$  E.*New Description*.—Black can buoy with truncated cone topmark.(b) *Position*.—On northern edge of Edam reef.Lat.  $5^{\circ} 56\frac{1}{4}'$  S., long.  $106^{\circ} 50\frac{1}{4}'$  E.*New Description*.—White conical buoy with ball topmark.(c) *Position*.—On southern side of Tongara reef.Lat.  $5^{\circ} 54\frac{1}{4}'$  S., long.  $106^{\circ} 31\frac{1}{4}'$  E.*New Description*.—Black can buoy with truncated cone topmark.

## (3) Alteration in position of buoys:

(a) *New position*.—On the southern side of Telegraaf reef, at a distance of about  $1\frac{1}{4}$  cables south-westward from former position.Lat.  $6^{\circ} 04' 29''$  S., long.  $106^{\circ} 51' 51''$  E.*Description*.—Black and white horizontally striped spherical buoy with cross-shaped topmark.(b) *New position*.—At a distance of about one cable southward from former position on Van Dorth shoal.Lat.  $6^{\circ} 04' 09''$  S., long.  $106^{\circ} 52' 34''$  E.*Description*.—Black and white horizontally striped conical buoy with ball topmark.(c) *New position*.—On the northern side of Ujong reef, at a distance of about  $3\frac{1}{4}$  cables northward from former position.Lat.  $5^{\circ} 55' 22''$  S., long.  $106^{\circ} 41' 09''$  E.*Description*.—White conical buoy with ball topmark.(d) *New position*.—Marking Jantur reef, south-westward of Tandul reef, at a distance of about 3 cables westward from former position.Lat.  $5^{\circ} 54' 25''$  S., long.  $106^{\circ} 38' 08''$  E.*Description*.—Black can buoy with truncated cone topmark.

## (4) Alteration in position and description of buoy:

*New position*.—On the southern side of Delima reef, at a distance of about  $1\frac{1}{4}$  cables southward from former position.Lat.  $5^{\circ} 53' 24''$  S., long.  $106^{\circ} 36' 42''$  E.*New description*.—A black can buoy with truncated cone topmark, and not a red conical buoy with ball topmark as formerly shown on the charts.*Charts affected*.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches.

„ 1653, Island of Java—western portion.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, pages 79, 80, 82, 83, 89, 90, 91, 94, 95; Revised Supplement (2), 1918.*Authority*.—Hague Notice No. 2622 of 1919. (H. 9333-19.)



BORNEO. SOUTH-EAST COAST—PULO LAUT STRAIT.

*Stagen—Existence of Pier; Lights established.*

No. 74 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 215 of 1920), are republished:—

(1) Existence of pier:

*Position.*—Between the Great and Little Setagin rivers, and at a distance of about 100 yards to the south-westward of the pier shown on the plan of Pulo Laut strait on chart No. 2662.

Lat.  $3^{\circ} 17' S.$ , long.  $116^{\circ} 09' E.$

*Details.*—The new pier is about 100 yards in length and parallel to that mentioned above.

(2) Lights established:

(a) *Position.*—On the water tower at the inner end of the northern most pier.

*Abridged description.*—Lt. F., Red 46 ft., vis. 7 m.

*Details:*

*Character.*—A fixed red light.

*Elevation.*—46 feet.

*Visibility.*—7 miles.

*Structure.*—Water tower.

(b) *Position.*—At the outer extremities of the two piers mentioned in (1) above.

*Abridged description.*—Lt. F.

*Details.*—The characteristics of each of the lights are as under-mentioned:—

*Character.*—A fixed white light.

*Visibility.*—5 miles.

*Structure.*—Lamppost.

*Note.*—The notation on chart No. 2662 against these piers is to be altered to read:—"Piers (2 Lts. F.)."

*Charts affected.*—No. 2662, Plan of Pulo Laut strait.

" 2637, Makassar strait—southern part.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1067a, b & c.

Eastern Archipelago Pilot, Part II, 1913, page 346;  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 2625 of 1919. (H. 9336-19.)

JAVA, NORTH-EAST COAST—SURABAYA STRAIT, NORTHERN ENTRANCE.

*Amendments to Charts with regard to Shoals and Depths.*

No. 75 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty. (No. 217 of 1920), are republished:—

*Position.*—Jamuang reef beacon, lat.  $6^{\circ} 55' S.$ , long.  $112^{\circ} 44' E.$

*Details.*—The accompanying reproductions of portions of charts Nos. 934, 1654 and 941b show the necessary amendments with regard to depths and shoals at the entrance to Solo river and at the northern entrance to Surabaya strait.

*Remarks.*—It will be seen from the reproductions that the position of the light-buoy northward of Panka point has been slightly amended.

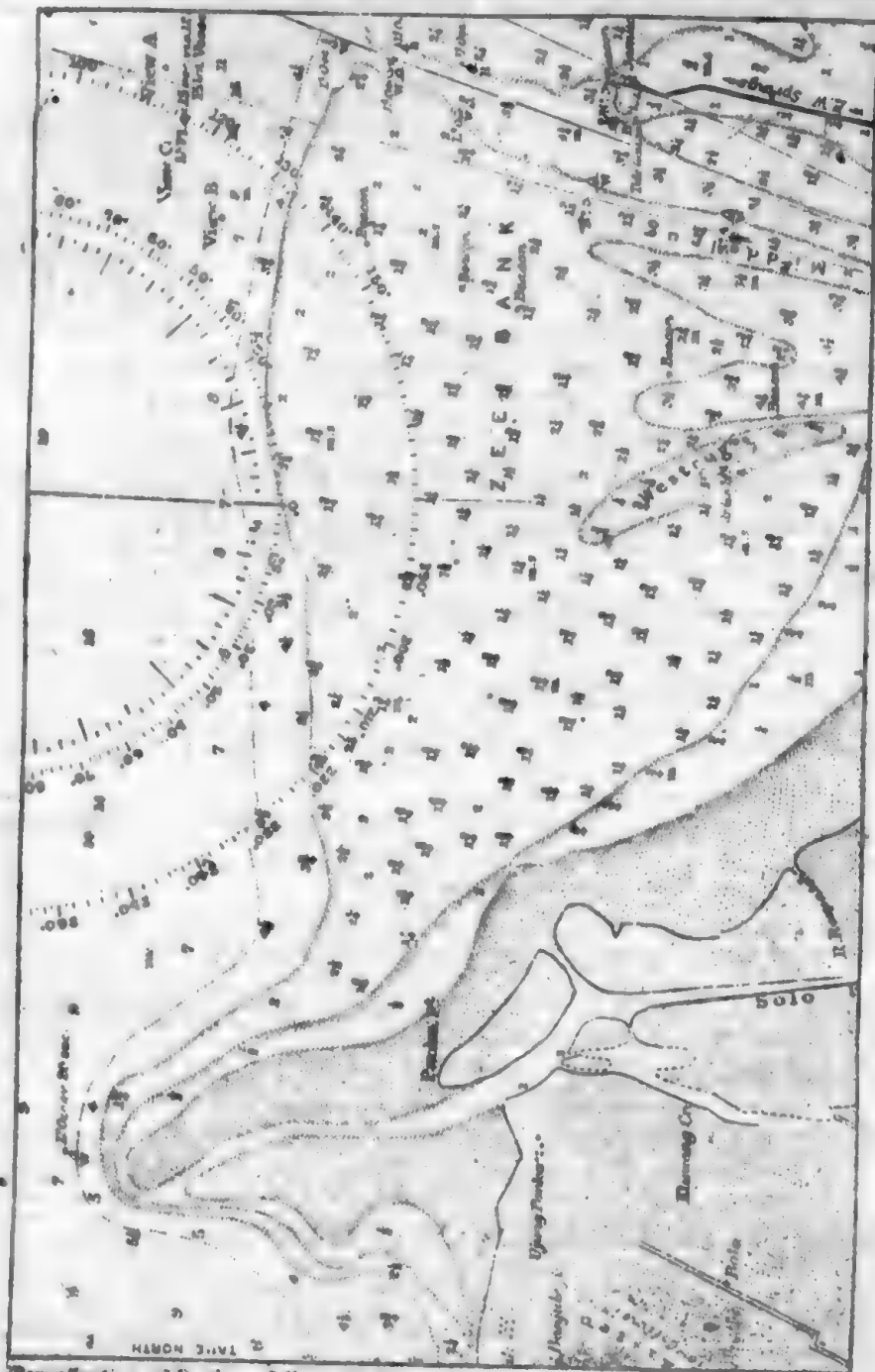
*Charts affected.*—No. 934, Surabaya strait.

" 1654, Island of Java—eastern portion.

" 941b, Eastern archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 131, 132.

Authority.—Netherlands Government Chart No. 82. (H. 9133-19.)



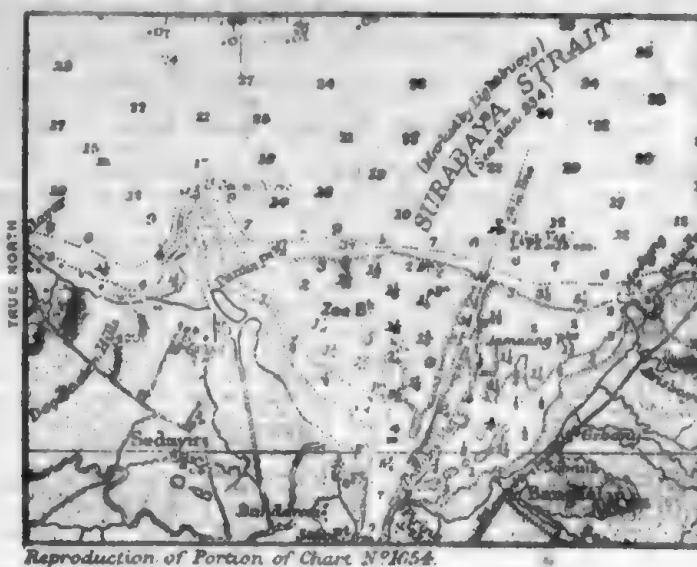
Reproduction of Portion of Chart No. 82.

Cables 10 1 2 3 4 5 6 Sea Miles



Reproduction of Portion of Chart No. 82.

Cables 10 1 2 3 4 5 Sea Miles



Reproduction of Portion of Chart N°1654.

## INDIA—WEST COAST.

*Rajpuri Point*—"Whale Reef" buoy replaced in position.

*No. 76 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 17' 00''$  N.

Long.  $72^{\circ} 54' 50''$  E. (approx.)

*Details.*—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the southwest monsoon was replaced in position on 17th January 1920.

*Charts affected.*—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

*Authority.*—The Collector and Political Agent, Kolaba dated Alibag, 23rd February 1920.

## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel*—Replaced in position.

*No. 77-I. (third publication).*—

*Former Notice.*—No. 361-I. of 1919.

*Subject.*—The South Patches light-vessel "Sarsuti" was replaced in position on the 18th March 1920.

*Position.*—Lat.  $21^{\circ} 29' N.$ , long.  $91^{\circ} 37' E.$

*Charts affected.*—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

*Publications.*—List of Lights, Part VI, 1919, No. 630.

Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 18th March 1920.

## PERSIAN GULF.

*Kishm Island Light Buoy in Position and Burning.*

*No. 78 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay in Notice to Mariners (No. 22M. of 1920), are republished:—

*Former Notice.*—No. 16-M. of 1920 (This office No. 68 of 1920) cancelled.

*Position.*—Lat.  $26^{\circ} 57' 10'' N.$

Long.  $56^{\circ} 18' 22'' E.$

*Details.*—Officer Commanding, R.I.M.S. "Nearchus" reports Kishm buoy is in position and light now burning.

*Charts affected.*—No. 753, Entrance of the Persian Gulf.  
 „ 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 206.  
 Indian Light List, 38th issue, 1919, No. 40.

*Authority.*—Director of the Royal Indian Marine, Bombay.

#### PERSIAN GULF.

##### *Jashk—Alteration in character of light.*

*No. 79 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 23M. of 1920), are republished:—

*Position.*—On the Southern tower of the Telegraph buildings:—

Lat.  $25^{\circ} 38' 19''$  N.

Long.  $57^{\circ} 45' 40''$  E.

*Details.*—The character of the fixed white light exhibited from the above position will shortly be altered to a flashing white light.

*Note.*—Further notice will be given.

*Charts affected.*—No. 145, Plan of Jashk bay.  
 „ 753, Entrance of the Persian Gulf.  
 „ 38, Maskat to Karachi.

*Publications.*—List of Lights, Part VI, 1919, No. 294.  
 Indian List of Lights, 38th Issue, 1919, No. 41.  
 Persian Gulf Pilot, 1915, page 189.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

#### PERSIAN GULF.

##### *Henjam Sound—Light buoy to be replaced by buoy.*

*No. 80 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1920), are republished:—

*Position.*—At a distance of about 5½ cables  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu.

Lat.  $26^{\circ} 41'$  N.

Long.  $55^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The light buoy, painted red, surmounted by a black conical cage, exhibiting a flashing white light will shortly be replaced by an ordinary mark buoy.

*Note.*—The other details of the buoy are not stated.

*Remarks.*—The "Spit" light at Henjam will shortly be exhibited.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 3599, Plan of Henjam Sound.

„ 753, Entrance of the Persian Gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208; Revised Supplement No. 4, 1919.

Indian List of Lights, 38th Issue, 1919, No. 39.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

## INDIA—WEST COAST.

## ARNALA ISLAND LIGHT.

*Alteration in arc of illumination.*

**No. 81 (third publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 27M. of 1920), are republished :—

**Position.**—The fixed white and red light exhibited from the coast near Chokee, just eastward of Arnala Island, shows the undermentioned sectors of light.

**Sectors.**—Red from  $48^{\circ}$  (N.  $47^{\circ} 20'$  E. Mag.) to  $91^{\circ}$  (S.  $89^{\circ} 40'$  E. Mag.)

White	...	thence to	$98^{\circ}$ (S. $82^{\circ} 40'$ E. Mag.)
Obscured	...	"	$100^{\circ}$ (S. $80^{\circ} 40'$ E. Mag.)
White	...	"	$114^{\circ}$ (S. $66^{\circ} 40'$ E. Mag.)
Partially obscured...	...	"	$117^{\circ}$ (S. $63^{\circ} 40'$ E. Mag.)
Obscured	...	"	$125^{\circ}$ (S. $55^{\circ} 40'$ E. Mag.)
Partially obscured	...	"	$127^{\circ}$ (S. $53^{\circ} 40'$ E. Mag.)
Obscured	...	"	$129^{\circ}$ (S. $51^{\circ} 40'$ E. Mag.)
Partially obscured	...	"	$130^{\circ}$ (S. $50^{\circ} 40'$ E. Mag.)
White	...	"	elsewhere.

**Note.**—The other details of lights remain unaltered.

**Variation.**— $0^{\circ} 40'$  E.

**Charts affected.**—No. 736, Maroli to Arnala Island.  
 " 737, Arnala to Kundari Island.  
 " 2736, Gulf of Kutch to Viziadrug.  
 " 826, Karachi to Vengurla.

**Publications.**—List of Lights, Part VI, 1920, No. 381.  
 Indian List of Lights, 38th Issue, 1919, No. 85.  
 West Coast of India, Pilot, 1909, page 246.

**Authority.**—The Commissioner of Customs, Salt and Excise, Bombay, dated 10th March 1920.

## PERSIAN GULF.

## DUHAT KATHAMA.

*Transport buoy removed.*

**No. 82 (third publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 28M. of 1920), are republished :—

**Position.**—At a distance of above 3 miles and 3 cables  $12^{\circ}$  (N.  $10^{\circ}$  E. Mag.) from the conspicuous House on Jezirat Umman Namil :—

Lat.  $29^{\circ} 26' N$   
 Long.  $48^{\circ} 53' E$ .

**Details.**—Telegraphic message dated 13th March 1920 has been received from the Divisional Naval Transport Officer, Basra, that the Officer Commanding R. I. M. S. "Near-chus" reports that the large conical transport buoy with black and white vertical stripes moored in the above position, will be permanently withdrawn on about 25th March 1920.

**Variation.**— $2^{\circ}$  E.

**Chart affected.**—No. 22, Kuwait Harbour and approaches.

**Publications.**—Persian Gulf Pilot, 1915, page 151 ; Revised Supplement No. 4, 1919.

**Authority.**—Director of the Royal Indian Marine, Bombay, dated 13th March 1920.

## INDIA—WEST COAST.

## BOMBAY HARBOUR APPROACHES.

*Fishing Stakes Reported to Exist.*

*No. 83 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 29M. of 1920), are republished :—

*Details.*—Several groups of Fishing Stakes have been reported to lie within the prohibited area, between :—

Lat.  $19^{\circ} 00' N.$ , and Lat.  $19^{\circ} 05' N.$

Long.  $72^{\circ} 31' E.$ , and long.  $72^{\circ} 40' E.$

A group is also reported in :—

Lat.  $18^{\circ} 44' 40'' N.$ , long.  $72^{\circ} 39' 50'' E.$

*Caution.*—Mariners are hereby warned to keep clear of their positions as they are directly lying in the course of vessels and they are dangerous to navigation.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.

*Authority.*—The Port Officer, Bombay, dated 12th March 1920.

## AUSTRALIA—EAST COAST.

*Fingal Head Light*—Intended alteration in character. *Signal station to be discontinued.*

*No. 84 (third publication).*—

*Subject.*—The Fixed White Light on Fingal Head will be replaced by a Group Flashing White Light (U); and, further, that the Signal Station will be discontinued, on or about 15th June 1920.

*Position.*—Southward of Tweed River entrance.

Lat.  $28^{\circ} 11' S.$ , long.  $153^{\circ} 35' E.$  on Chart No. 1028.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics :—

*Character.*—Group Flashing White Light, showing two flashes in quick succession every six seconds, thus :—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—12 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched. The Signal Station will be discontinued, and the Lightkeeper withdrawn. The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1028, Evans Head to Danger Point.

„ 1029, Danger Point to Cape Moreton.

„ 3623, Cape Byron to Lady Elliott Island.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2588.

Australia Pilot, Vol. III, 1916, page 88.

*Authority.*—Melbourne Notice No. 4 of 1920.

W. K. THYNE, COMDR., R. I. M.,

Offg. Port Officer of Calcutta.





# The Calcutta Gazette

WEDNESDAY, APRIL 21, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 12th April 1920.

#### JAPAN—SHIMONOSEKI KO.

*Ganryu Jima—Wreck south-eastward of.*

*No. 108 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 355 of 1920), are republished:—

*Position (approximate).*—At a distance of  $1\frac{1}{2}$  cables,  $131^{\circ}$  (S.  $44^{\circ}$  E. Mag.) from the lighthouse on the eastern extremity of Ganryu jima.  
Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 55\frac{1}{2}'$  E.

*Description.*—Wreck of the sailing vessel *Koei Maru* (laden with coal) sunk in the year 1919, with one mast showing about 14 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 384 of 1919. (H. 873-20.)

#### EASTERN ARCHIPELAGO—PULO TENGA (PATERNOSTER) ISLANDS AND SABALANA (POSTILLON) ISLANDS.

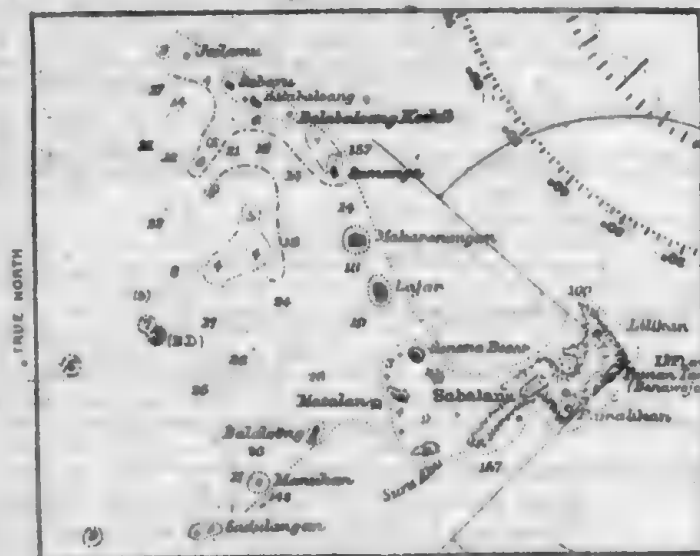
##### *Amendments to Charts.*

*No. 109 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No 375 of 1920), are republished:—

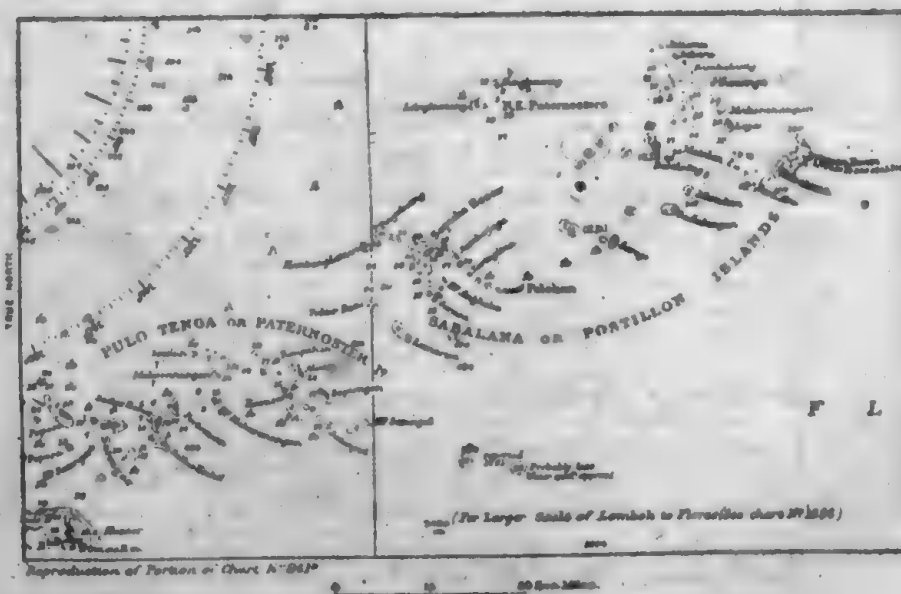
*Position.*—Eastern extreme of Satengar, lat.  $7^{\circ} 32'$  S., long.  $117^{\circ} 19\frac{1}{4}'$  E.

Paman Tawan lighthouse, lat.  $6^{\circ} 49\frac{1}{4}'$  S., long.  $119^{\circ} 11'$  E.





Reproduction of Portions of Chart No 2637.



## GULF OF ADEN.

*Submarine Cable buoys laid.*

*No. 110 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 36M. of 1920), are republished:—

*Details.*—Information, dated 20th March 1920, has been received from the General Superintendent, Eastern Telegraph Company, Limited, that two unlighted cable buoys will be moored close together in the following position on about the 1st April 1920.

*Position.*—Lat.  $12^{\circ} 57' N.$   
Long.  $47^{\circ} 59' E.$

*Caution.*—It is extremely important that the buoys should not be disturbed and that as they are not lighted it is desirable for ships not to pass within five miles of this position at night.

*Charts affected.*—No. 6b, Gulf of Aden, Sheet II, Western portion.  
„ 1012, Arabian sea.  
„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 502.

*Authority.*—The Port Officer, Bombay, dated 22nd March 1920.

## INDIA—WEST COAST.

*Submarine Cable buoys laid.*

*No. 111 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1920), are republished:—

*Details.*—Information, dated 23rd March 1920, has been received from the General Superintendent, Eastern Telegraph Company, Limited, Bombay, that two unlighted cable buoys will be moored close together in the following position on about 10th April 1920.

*Position.*—Lat.  $18^{\circ} 06' N.$   
Long.  $71^{\circ} 38' E.$

*Caution.*—It is extremely important that the buoys should not be disturbed and that as they are not lighted it is desirable for ships not to pass within five miles of this position at night.

*Charts affected.*—No. 2736, Gulf of Kutch to Viziadrag.  
„ 826, Karachi to Vengurla.  
„ 1012, Arabian sea.

*Publication.*—West Coast of India Pilot, 1909, page 214.

*Authority.*—The Port Officer, Bombay, dated 23rd March 1920.

## INDIA—WEST COAST.

*Existence of Wreck—Westward of fifty fathoms flat.*

*No. 112 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38 M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 16' N.$   
Long.  $70^{\circ} 14' E.$

*Details.*—The Master of S. S. *Diyatalawa* reports having seen a wreck apparently of a sailing vessel, about 100 feet long, bottom upwards and two spars projecting about 6 feet above water.

*Caution.*—The wreck constitutes a danger to navigation as it lies in the track of vessels.

*Charts affected.*—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

*Authority.*—The Director of the Royal Indian Marine, Bombay, dated 26th March 1920.

### RED SEA—EASTERN SHORE.

*Kamaran Passage—Information with regard to beacons and buoys.*

*No. 113 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 39 M. of 1920), are republished :—

(1) *Beacons are being erected :—*

(a) *Position.*—On the site occupied by the telegraph hut on Ras-el-Bayadh :—

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

*Description.*—A stone pillar, 12 feet high and painted red.

(b) *Position.*—On the site occupied by the telegraph hut on Ras-el-Yemen :—

Lat.  $15^{\circ} 16\frac{1}{2}'$  N.

Long.  $42^{\circ} 34\frac{1}{2}'$  E.

*Description.*—A stone pillar, 12 feet high and painted red.

(c) *Position.*—On the summit of the 25 feet coral mound on south-eastward of Ras-el-Bayadh :—

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

*Description.*—A square masonry pillar 25 feet high, painted in alternate black and white bands.

*Remarks.*—The height of the beacon on Risha island is to be increased to 35 feet and it will be painted with 7 alternate bands of black and white.

(2) *Buoys are being established :—*

(a) *Position.*—At a distance of about 4 cables  $325^{\circ}$  (N.  $32^{\circ} 20'$  W. Mag.) from the telegraph hut westward of Ras-el-Bayadh.

*Description.*—A black can buoy surmounted by staff and cage.

(b) *Position.*—At a distance of about  $3\frac{1}{2}$  cables  $26^{\circ}$  (N.  $28^{\circ} 20'$  E. Mag.) from the telegraph hut westward of Ras-el-Bayadh.

*Description.*—A red conical buoy surmounted by staff and drum.

*Remarks.*—The following buoys will be placed :—

The buoy off the boat harbour in the southern approach and two cylindrical buoys with top marks to indicate the position of the two small shoal patches in the quarantine anchorage at Kamaran.

*Note.*—Further particulars will be notified on completion of works.

*Variation*— $2^{\circ} 40'$  W.

*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim island.

*Publication.*—Red Sea and Gulf of Aden Pilot, pages 362, 363, 364.

*Authority.*—The Port Officer, Aden, dated 17th March 1920.

*The 5th April 1920*

CHINA SEA—BILLITON ISLAND, NORTH-WEST COAST.

*Eleven Islands—Amendments to Charts with regard to Shoals.*

*No. 97 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 281 of 1920), are republished;—

*Position.*—Langkuas light, lat.  $2^{\circ} 32' 15''$  S., long.  $107^{\circ} 37' 17''$  E.

*Details.*—The necessary amendments to chart No. 3597 with regard to shoals, &c., in the vicinity of Eleven islands are shown on the accompanying reproduction of a portion of that chart.

*Charts affected.*—No. 3597, Approaches to Tanjong Pandan.

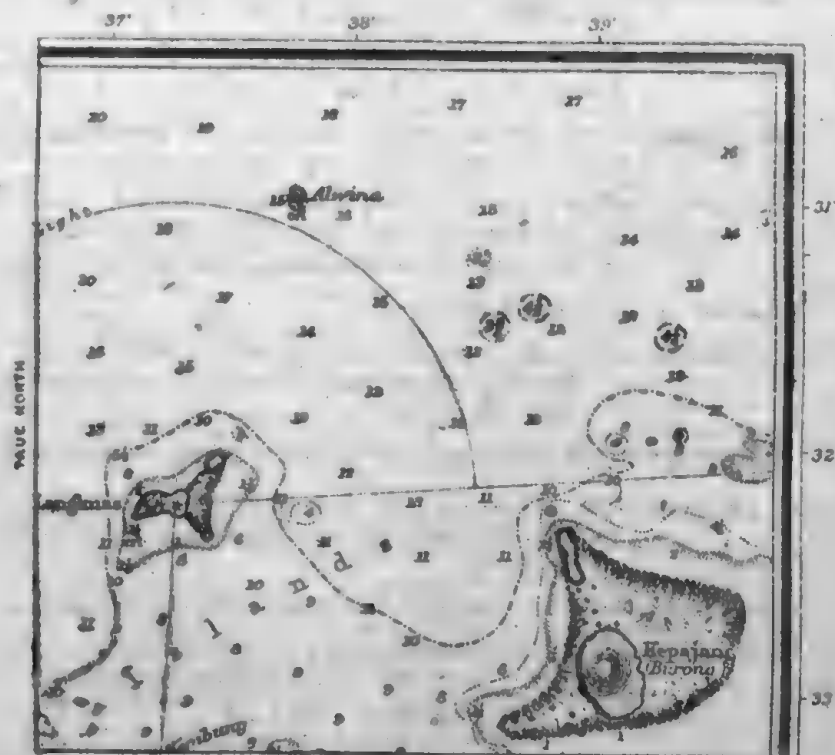
„ 2137, Gaspar strait.

„ 2149, Banka and Gaspar straits.

„ 2160, Carimata strait.

*Publication.*—China Sea Pilot, Vol. II., 1915, page 167.

*Authority.*—Netherlands Government Chart. (*H. 152-20.*)



Reproduction of Portion of Chart No. 3597.

Cables 10 20 30 1 Sea Mile



## RED SEA—EASTERN SHORE.

*Lith to Kamaran—Information with regard to Beacons and Buoys.*

No. 98 (second publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 302 of 1920), are republished:—

## (1) Beacons disappeared:

*Details.*—The undermentioned beacons have disappeared and are to be expunged from the charts:—

	Position.	Description.
(a) Katat el Gursh ...	Lat. 20° 07½' N., long. 40° 05½' E.	Triangle.
(b) Abulat island ...	„ 19° 57' N., „ 40° 08' E.	Triangle.
(c) Unnamed reef 4 miles westward from Ras Abu Kalb.	„ 18° 40½' N., „ 41° 07½' E.	—
(d) Northern end of Umm Kerkan shoal.	„ 18° 25' N., „ 41° 23' E.	—

## (2) Buoys disappeared:

*Details.*—The undermentioned buoys have disappeared and are to be expunged from the charts:—

	Position.	Description.
(a) Off Ras Abū Matna	Lat. 18° 51½' N., long. 41° 08½' E.	White conical with ball topmark.
(b) Eastern side of Umm Kerkan shoal.	„ 18° 22' N., „ 41° 24' E.	Black conical with ball topmark.
(c) Shab Badinjan shoal	„ 15° 32½' N., „ 42° 36½' E.	Black can with ball topmark.

## (3) Caution with regard to buoy:

*Position.*—Marking the eastern side of Katat el Awwal shoal.

Lat. 19° 50½' N., long. 40° 32½' E.

*Note.*—The cautionary note “(Liable to shift)” is to be placed on the plan on chart No. 14 against the above buoy.

*Charts affected.*—No. 8c, Red sea—sheet 3.  
 „ 8d, Red sea—sheet 4.  
 „ 143, Jebel Teir to Perim island.  
 „ 2523, Red sea.  
 „ 14, Plan of Approaches to Ras el Askar.

*Authority.*—H.M.S. *Clematis*, Hyd. Note No. 1 of 1919. (H. 656-20)

CHINA SEA.

*Traffic Regulations.*

No. 99 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 307 of 1920), are republished:—

Former Notice.—No. 155 of 1919 (*This office No. 70 of 1919*); hereby cancelled.

I

II. SWATAU.

The following Regulations have been made with reference to the existence of mines in the approaches to Swatau:—

1. Vessels are forbidden to proceed by the channel northward of Sugar Loaf lighthouse.
2. All vessels, including men-of-war, must enter and leave the port by the channel to the southward of Sugar Loaf lighthouse.
3. All vessels, including men-of-war, when entering and leaving, must, when at a distance of 3 miles from Sugar Loaf lighthouse, slow down to a speed not exceeding 6 knots.
4. Vessels leaving or approaching Sugar Loaf lighthouse may not anchor within a distance of 4 miles outside and 2 miles inside thereof, nor throw overboard heavy articles, to do so being dangerous.
5. A guardboat will be stationed by the authorities, which, in case of changes in the minefield, will approach and guide incoming and outgoing steamers.
6. All incoming and outgoing vessels should give 24 hours' notice of their expected arrival or departure to the Swatau police.
7. If vessels, including men-of-war, disregard the above rules and thereby incur risks, the local authorities will not accept responsibility.
8. The time for leaving and entering the port is fixed for the hours between 6 A.M. and 6 P.M.

Note.—This Notice is a revision of the former Notice quoted above.

Authority.—Shanghai Notice. (H. 7592-19.)

— AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

*Tortoise Head Light—Alteration in Characteristics.*

No. 100 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 319 of 1920), are republished:—

Former Notice.—No. 1880 of 1919. (*This Office No. 358 of 1919.*)

Position.—Lat. 38° 24' 40" S., long. 145° 16' 25" E.

New abridged description.—Lt. Fl. W. & R.

*Details.*—The flashing white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A *flashing* light, with *white* and *red* sectors, showing a short flash, followed by an eclipse of *five seconds*.

*Sectors.*—*Red* from  $59^{\circ}$  (*N.  $51^{\circ}$  E. Mag.*) to  $61^{\circ}$  (*N.  $53^{\circ}$  E. Mag.*);

*White* thence to  $62^{\circ}$  (*N.  $54^{\circ}$  E. Mag.*);

*Red* thence to  $63^{\circ}$  (*N.  $55^{\circ}$  E. Mag.*).

Obscured elsewhere.

*Caution.*—Vessels using this light to enter or leave the western entrance to Port Western should be careful to keep within the full beam of the *white* light, as the *red* sectors on either side indicate proximity to the Middle bank to the northward and McHaffie reef to the southward.

*Variation.*— $8^{\circ}$  E.

*Charts affected.*—No. 1707, Port Western.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

*Publications.*—List of Lights, Part VI., 1920, No. 2485.

Australia Pilot, Vol. II., 1918, page 156.

*Authority.*—Melbourne Notice No. 7 of 1919. (*H. 955-20.*)

#### JAPAN—INLAND SEA, GULF OF OSAKA.

*Wada Misaki*—Wreck south-eastward of.

*No. 101 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 321 of 1920), are republished:—

*Position (approximate).*—At a distance of 5 cables,  $138^{\circ}$  (*S.  $37^{\circ}$  E. Mag.*), from Wada misaki lighthouse.

Lat.  $34^{\circ} 38\frac{1}{2}'$  N., long.  $135^{\circ} 11\frac{1}{2}'$  E.

*Description.*—Wreck of a vessel sunk in the year 1919, with two masts showing about 4 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 380 of 1919. (*H. 869-20.*)

#### CHINA SEA.

*Billiton (Belitung) Island. North Coast*—Amendments to Charts with regard to Rocks and Shoals.

*No. 102 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 333 of 1920), are republished:—

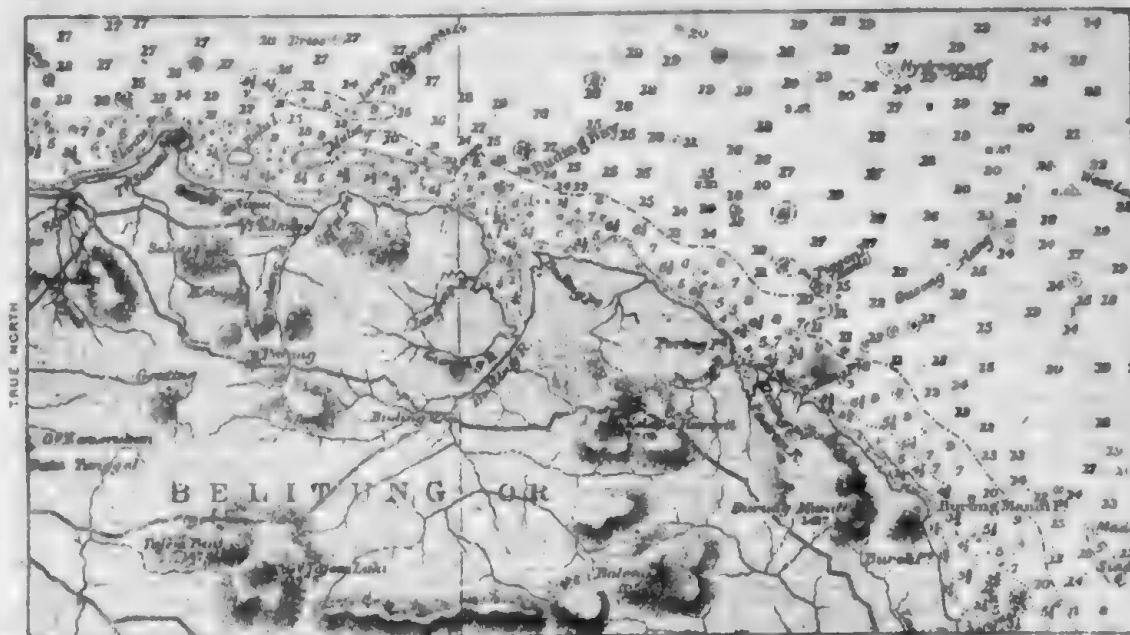
• *Position.*—Burung Mandi point, lat.  $2^{\circ} 45'$  S., long.  $108^{\circ} 17'$  E.

*Details.*—The accompanying reproductions of portions of charts Nos. 2160 and 941a shew the necessary amendments to these charts with regard to rocks and shoals off the northern coast of Billiton island.

*Charts affected.*—No. 2160, Carimata strait.

.. 941a, Eastern archipelago—sheet 1.

*Authority.*—Netherlands Government Chart. (H. 467-20.)



*Reproduction of Portion of Chart No. 2160.*



*Reproduction of Portion of Chart No. 941A.*



### MADAGASCAR, EAST COAST.

*Derelict reported.*

No. 103 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 344 of 1920), are republished :—

*Position.*—Lat. 18° 44' S., long 51° 58' E.

*Date sighted.*—On the 5th February 1920.

*Description.*—Derelict steamer *Ville d'Alger*.

*Caution.*—This derelict, which was reported to be drifting to the north-westward at the rate of one mile an hour, constitutes a danger to navigation.

*Charts temporarily affected.*—No. 759b, Antongil bay to Ambatosoa.  
.. 597, Delagoa bay to Cape Guardafui.

.. 2899, Chagos archipelago to Madagascar.

.. 748a, Indian ocean—southern portion.

*Authority.*—Commander-in-Chief, Simonstown. (H. 1291-20.)

RED SEA, EASTERN SHORE—KAMARAN HARBOUR APPROACH.

*Quarantine Anchorage—Buoys to be expunged from Chart.*

*No. 104 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 348 of 1920), are republished :—

*Positions.*—At distances of about  $5\frac{1}{2}$  and 11 cables north-eastward, respectively, from North point, at the entrance to Kamaran harbour.

North point, lat.  $15^{\circ} 20\frac{1}{2}'$  N., long  $42^{\circ} 36'$  E.

*Description.*—Each a red conical buoy with ball topmark.

*Remarks.*—These buoys are to be expunged from the chart.

*Chart affected.*—No. 543, Kamaran passage and southern approach.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 366; Revised Supplement (3), 1917.

*Authority.*—Hydrographic Department. (H. 633-20.)

AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Corny Point Light—Intended alteration in Character. Signal Station to be discontinued.*

*No. 105 (second publication).—*

*Subject.*—The Fixed White Light with Red Sector on Corny Point will be replaced by a Group Flashing White Light with Red Sector (U); and, further, that the signal station will be discontinued, on or about 30th June 1920.

*Position.*—North extreme of Corny Point.

Lat.  $34^{\circ} 54'$  S., long.  $137^{\circ} 01'$  E. on Chart No. 2389.

*Details.*—The Fixed White Light with Red Sector will be replaced by a New Light having the undermentioned characteristics :—

*Character.*—Group Flashing White Light with Red Sector, showing four flashes in quick succession every twelve seconds, thus :—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ sec.

*Sectors.*—Red from  $29^{\circ}$  (N.  $24\frac{1}{2}^{\circ}$  E. Mag.) to  $54^{\circ}$  (N.  $49\frac{1}{2}^{\circ}$  E. Mag.); White from  $54^{\circ}$  (N.  $49\frac{1}{2}^{\circ}$  E. Mag.) through East and South to  $249^{\circ}$  (S.  $64\frac{1}{2}^{\circ}$  W. Mag.).

*Visibility.*—White, 15 miles. Red, 7 miles.

*Power.*—White, 2500 candles. Red, 1000 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued, and the Light-keepers withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2389, St. Vincent and Spencer Gulfs.  
.. 2759b, Australia, southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919 No. 2308.

Australia Pilot, Vol. I., 1918, page 195.

*Authority.*—Melbourne Notice No. 5 of 1920.

## AUSTRALIA—EAST COAST, CLEVELAND BAY.

*Bay Rock Light*—*Intended alteration in Characteristics.*  
*Signal station to be discontinued.*

*No. 106 (second publication).—*

*Subject.*—The fixed White Light with Red Sector on Bay Rock will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the Signal Station will be discontinued, on or about 31st May 1920.

*Position.*—Lat. 19° 07' S., long. 146° 46' E. on Chart No. 2349.

*Details.*—The fixed White Light with Red Sector will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, with Red Sector, showing two flashes in quick succession every six seconds thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	4 $\frac{1}{2}$ secs.

*Visibility.*—White, 15 miles. Red, 6 miles.

*Power.*—White, 1,500 candles. Red, 600 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1102, Cleveland Bay.

„ 2349, Magnetic Island to Double Point.

„ 348, Whitsunday Island to Magnetic Island.

„ 2763, Coral Sea and Great Barrier Reefs, sheet I.

„ 2759a, Australia, Northern Portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919, No. 2710.

Australia Pilot, Vol. IV., 1917, page 163.

*Authority.*—Melbourne Notice No. 6 of 1920.

## CHINA SEA—CANTON HARBOUR—BACK REACH.

*Uncharted Rocky Patch Found; buoy established.*

*No. 107 (second publication).—*

The Coast Inspector, Shunghai, has given Notice (No. 698 of 1920), that an uncharted rocky patch has been found in the Back Reach, Canton Harbour. This rock is situated abreast of Jarline, Matheson & Co.'s Wharf (late Hamburg-American Line Wharf) and is 200 feet in length and 50 feet in breadth and has a least depth over it of 10 feet at low water of spring tides. It lies about parallel to and 150 feet from the outer edge of the wharf. This rock is to be known as the Sha Chung Rock.

A black Buoy, to be known as the Sha Chung Rock Buoy, has been established to mark the middle of the rocky patch. A fixed green light is placed on this Buoy from sunset to sunrise.



The 29th March 1920.

NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR.

- (1) *Harrington Point*—Alteration in positions of beacons southward of.  
 (2) *Port Chalmers*—Beacons established in place of buoys.

No. 85 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 232 of 1920), are republished:—

(1) **Harrington Point.**

- (a) *Position*.—At a distance of about half a cable northward from former position and 4 cables,  $180^{\circ}$  (S.  $19^{\circ}$  E. Mag.), from the light beacon on Harrington point.

Lat.  $45^{\circ} 47\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Description*.—A black pile beacon, numbered "2."

- (b) *Position*.—At a distance of about 70 yards northward from former position and  $1\frac{1}{4}$  cables,  $1^{\circ}$  (N.  $18^{\circ}$  W. Mag.), from the northern extreme of Maori Kaike jetty.

*Description*.—A black pile beacon, numbered "4."

(2) **Port Chalmers.**

- (a) *Position*.—At a distance of about half a cable north-eastward from the Observation spot on the railway wharf, in the position formerly occupied by the red conical buoy which has been withdrawn.

Lat.  $45^{\circ} 49\frac{1}{2}'$  S., long.  $170^{\circ} 39'$  E.

- (b) *Position*.—At a distance of about half a mile northward from the fixed red light on Goat island, in the position formerly occupied by the can buoy which has been withdrawn.

- (c) *Position*.—At a distance of about 3 cables south-westward from the fixed red light on Goat island, in the position formerly occupied by the can buoy which has been withdrawn.

*Description*.—Each a red pile beacon.

*Variation*.— $19^{\circ}$  E.

*Chart affected*.—No. 2411, Otago harbour with plans of harbour entrance and Port Chalmers.

*Publications*.—New Zealand Pilot, 1908, page 253.  
 New Zealand Pilot, 1919 (*in press*), page 362.

*Authority*.—Wellington Notices Nos. 67 and 70 of 1919.

(H. 9083 & 9232-19.)

PHILIPPINE ISLANDS—SULU (MINDORO) SEA.

*Panay Gulf approach*—Obstruction reported.

No. 86 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 237 of 1920), are republished:—

*Position (approximate)*.—At a distance of about  $22\frac{1}{4}$  miles north-eastward from Manukan island light-house.

Lat.  $9^{\circ} 51' 00''$  N.; long.  $121^{\circ} 40' 00''$  E.

*Description.*—An obstruction resembling a sandbank, about 2½ cables in length, with numerous bamboo poles projecting about 6 feet above water, was observed in the above position.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "*Reported (1919).*"

*Charts affected.*—No 2578, Eastern part of the Sulu or Mindoro sea.  
 „ 943, Molucca passage to Manila.  
 „ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 71.

*Authority.*—Captain J. E. Richards, Master of the SS. *Taming*.  
 (H. 508-20.)

#### GULF OF ADEN—ZEILA ROADSTEAD.

*Caution with regard to depth on shoal.*

*No. 87 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 238 of 1920), are republished:—

*Position.*—Lat. 11° 23½' N., long. 43° 33' E.

*Caution.*—Less water than shown on the chart is reported to exist over the large shoal extending from Zeila drying spit towards Sea Gull shoal.

*Note.*—The note "*Less water reported (1919)*" is to be placed against this shoal on the charts.

*Charts affected.*—No. 919, Plan of Zeila roadstead.  
 „ 253, Jebel Jan to Shab Kulangarit.  
 „ 6b, Gulf of Aden—western portion.  
 „ 8e, Red sea—sheet 5.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 436.

*Authority.*—Aden Notice No. 1946 of 1919. (H. 118-20.)

#### EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

*Matarapi and Lasolo bays—Amended positions of discoloured water patches on Chart No. 3148.*

*No. 88 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 239 of 1920), are republished:—

(1) Matarapi bay:

*Amended position.*—At a distance of about 7 cables southward from charted position.

Lat. 3° 17' 30" S., long. 122° 24' 30" E.

(2) Lasolo bay:

*Amended position.*—At a distance of about 4 cables southward from charted position.

Lat. 3° 36' 10" S., long. 122° 19' 55" E.

*Remarks.*—The patches of discoloured water, with the year date (1914), are to be moved on chart No. 3148 to the positions given above.

*Chart affected.*—No. 3148, Salabangha strait and approaches.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 484, 485; Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 101 (Misc.) of 1918. (H. 3353-18.)

PHILIPPINE ISLANDS, MINDANAO ISLAND—DAPITAN BAY.

*Estacion Point—Existence of islet and rock south-westward of.*

No. 89 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 251 of 1920), are republished:—

(1) Islet:

*Position.*—At a distance of about three-quarters of a cable south-westward from Estacion point, and 2 miles,  $351^{\circ}$  (N.  $10^{\circ}$  W. *Mag.*), from Fort A situated near the southern end of the bay.

Lat.  $8^{\circ} 40\frac{1}{2}'$  N., long.  $123^{\circ} 25\frac{1}{2}'$  E.

*Description.*—A small islet.

(2) Rock:

*Position.*—At a distance of 2 cables,  $220^{\circ}$  (S.  $39^{\circ}$  W. *Mag.*), from the islet described above.

*Depth.*—Not stated.

*Note.*—The symbol for a rock with a depth of less than 6 feet encircled by a danger line, is to be placed on the chart in this position.

*Variation.*— $1^{\circ}$  E.

*Chart affected.*—No. 957, Plan of Dapitan bay.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 449.

*Authority.*—Manila Notice No. 9 of 1919. (H. 9646-19.)

AFRICA, SOUTH-EAST COAST—NATAL.

*Aliwal shoal—Obstruction reported eastward of.*

No. 90 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 253 of 1920), are republished:—

*Position (approximate).*—At a distance of about one mile eastward from Aliwal shoal, and  $3\frac{1}{2}$  miles  $96^{\circ}$  (S.  $63^{\circ}$  E. *Mag.*), from beacon on Green point.

Lat.  $30^{\circ} 15' 35''$  S., long.  $30^{\circ} 51' 00''$  E.

*Description.*—A submerged obstruction.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "Obstruction repd. (1919)."

*Variation.*— $21^{\circ}$  W.

*Charts affected.*—No. 2088, Umtamvuna river to Tugela river; and plan of Aliwal shoal.

„ 2095, Hondeklip bay to Port Natal.

*Publication.*—Africa Pilot, Part III, 1915, page 167.

*Authority.*—Board of Trade. (H. 709-20.)

AUSTRALIA, NEW SOUTH WALES—SYDNEY HARBOUR.

*Rushcutter bay—Mooring-buoy established.*

No. 91 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 264 of 1920), are republished:—

*Position.*—At a distance of  $3\frac{1}{2}$  cables,  $112^{\circ}$  (S.  $77^{\circ}$  E. *Mag.*), from the flagstaff on Potts point.

Lat.  $33^{\circ} 52\frac{1}{2}'$  S., long.  $151^{\circ} 14'$  E.

*Description.*—A mooring-buoy, numbered "10."

*Variation.*— $9^{\circ}$  E.

*Charts affected.*—No. 1206, Sydney harbour—Bradley head to Daws point.

„ 1069, Port Jackson.

*Publications.*—Australia Pilot, Vol. II, 1918, page 500.

Australia Pilot, Vol. III, 1916, page 33.

*Authority.*—H. M. Chart Depôt, Garden Island; Hydrographic Note No. 2 of 1919. (H. 9497-19.)

## JAVA, NORTH COAST—SURABAYA STRAIT APPROACH.

*Solo River entrance—Alteration in light on light-buoy.*

*No. 92 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 265 of 1920), are republished:—

*Former Notice.*—No. 217 of 1920. (*This office No. 75 of 1920.*)

*Position.*—Lat.  $6^{\circ} 50\frac{1}{2}'$  S., long.  $112^{\circ} 33\frac{1}{2}'$  E.

*Alteration.*—The light on the white conical light-buoy in the above position has been altered from occulting white to occulting red every six seconds, thus:

Light,	eclipse:
3 secs.	3 secs.

*Charts affected.*—No. 934, Surabaya strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 131.

*Authority.*—Hague Notice No. 116 of 1920. (*H. 638-20.*)

## NEW ZEALAND, NORTH ISLAND.

*New Plymouth harbour—Leading beacons erected; Breakwater extension works in progress.*

*No. 93 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 266 of 1920), are republished:—

## 1. Leading beacons erected:

## (a) Front beacon:

*Position (approximate).*—On the foreshore eastward of the whaling station and at a distance of  $3\frac{1}{2}$  cables,  $297^{\circ}$  (*N.  $79^{\circ}$  W. Mag.*), from the Wesleyan Mission School.

Lat.  $39^{\circ} 03\frac{1}{2}'$  S., long.  $174^{\circ} 00\frac{1}{2}'$  E.

*Description.*—A triangular shaped beacon, painted white with a black vertical stripe through the centre.

## (b) Rear beacon:

*Position.*—At a distance of 180 feet,  $197^{\circ}$  (*S.  $1^{\circ}$  W. Mag.*), from the front beacon.

*Description.*—As in (a) above.

*Note.*—These beacons when in line bearing  $197^{\circ}$  (*S.  $1^{\circ}$  W. Mag.*), lead past the end of the breakwater.

## 2. Breakwater extension works in progress:

*Details.*—It is intended to extend the breakwater on the western side of the harbour for a distance of 800 feet on the line of the breakwater; works are now in progress, and stone is being deposited for the foundation of the proposed extension.

*Note.*—The foregoing extension is to be indicated on the chart in pecked lines, with the note "*Constructing (1919)*" placed against it.

*Variation.*— $16^{\circ}$  E.

*Chart affected.*—No. 2535, Plan of New Plymouth or Taranaki road.

*Publications.*—New Zealand Pilot, 1908, page 164.

New Zealand Pilot, 1919 (*in press*), page 87.

*Authority.*—Wellington Notice No. 87 of 1919. (*H. 63-20.*)

## NEW GUINEA, SOUTH COAST.

*Merauke River approach—Shoal marked by breakers reported.*

*No. 94 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 268 of 1920), are republished:—

*Position (approximate).*—At a distance of about  $8\frac{1}{2}$  miles south-westward from the lighthouse at the entrance to Merauke river.

Lat.  $8^{\circ} 33' 00''$  S., long.  $140^{\circ} 15' 30''$  E.

*Details.*—A shoal was sighted in the above position by the SS. *Mossel*. Except in calm weather the shoal is marked by breakers.

*Note.*—The shoal is to be marked on the chart with the note “*Breakers repd. (1919) (P.A.).*”

*Chart affected.*—No. 447, Western approaches to Torres strait.

*Publication.*—Australia Pilot, Vol. III, 1916, page 213.

*Authority.*—Hague Notice No. 2295 of 1919. (*H. 9540-19*).

## MADAGASCAR, EAST COAST.

*River Mananjara entrance—Light established.*

*No. 95 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 276 of 1920), are republished:—

*Position.*—Lat.  $21^{\circ} 10' 20''$  S., long.  $48^{\circ} 27' 10''$  E., on chart No. 759b.

*Abridged description.*—Lt. F., 33 ft., vis. 7 m.

*Characteristics:*

*Character.*—A fixed white light.

*Elevation.*—33 feet.

*Visibility.*—7 miles.

*Chart affected.*—No. 759b, Antongil bay to Ambatosoa.

*Publications.*—List of Lights, Part VI, 1920, No. 206.

South Indian Ocean Pilot, 1911, page 302.

*Authority.*—Journal Official of Madagascar. (*H. 261-20*.)

## INDIA, WEST COAST—ARABIAN SEA.

*Caution—Muttum lighthouse—Report of a derelict native craft off.*

*No. 96 (third publication).*—The Presidency Port Officer, Madras, has given Notice No. 12 of 1920, that information has been received by telegram from the Port Officer, Tuticorin, stating that the Master of the ‘Queda’ has reported having sighted a large derelict native craft with mast showing S.  $33^{\circ}$  W. 13.5 miles from the Muttum Lighthouse.

Mariners are warned accordingly.

W. K. THYNE, COMDR., R. I. M.,

Offg. Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, APRIL 28, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 19th April 1920.

#### AUSTRALIA, NEW SOUTH WALES—PORT JACKSON.

##### *Shark Point—Alteration in Position of Light-Buoy northward of.*

No. 114 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 389 of 1920), are republished:—

*New position.*—At a distance of about 100 yards northward from former position, and 490 yards,  $356^{\circ}$  ( $N. 13^{\circ} W.$  *Mdg.*), from the  $\Delta$  on Shark point.  
Lat.  $33^{\circ} 51' S.$ , long.  $151^{\circ} 16' E.$

*Description.*—A black conical light-buoy numbered "3," exhibiting a *flashing white light*.

*Variation.*— $9^{\circ} E.$

*Chart affected.*—No. 1069, Port Jackson.

*Publications.*—Australia Pilot, Vol. II, 1918, page 503; Supplement No. 1, 1919.

Australia Pilot, Vol. III, 1916, page 36.

*Authority.*—Sydney Harbour Trust. (*H. 185-20.*)

#### CHINA, EAST COAST—KYAU CHAU BAY.

##### *Tsingtau—Information with regard to Pilotage; Quarantine Regulations.*

No. 115 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 390 of 1920), are republished:—

*Position.*—Tsingtau, lat.  $36^{\circ} 04\frac{1}{2}' N.$ , long.  $120^{\circ} 19' E.$



## 1. Pilotage:

Pilotage for inward bound vessels is compulsory and free. There is no pilotage for outward-bound vessels, but on a vessel's first call at the port a pilot is furnished on leaving when requested, no charge being made.

## 2. Quarantine:

All vessels on arrival at Tsingtau must anchor at the Quarantine Examination anchorage, off Arkona islet, where they will be boarded by the medical officers and the pilot.

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 419, 420.

*Authority.*—H. B. M. Vice-Consul, Tsingtau. (H. 1474-20.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs Reef Buoy—To be Replaced by a Light-and-Whistle Buoy.*

*No. 116 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 40M. of 1920), are republished:—

*Former Notice.*—No. 89M., of 1918. (This Office No. 356 of 1918.)

*Date of exhibition.*—On or about the 1st May 1920.

*Position.*—At a distance of about 1 mile and 3 cables  $121^{\circ}$  (S  $59^{\circ}$  E. Mag.) from Prongs Light-house, in the position formerly occupied by a can buoy, painted black, which will be withdrawn.

Lat.  $18^{\circ} 52'$  N.

Long.  $72^{\circ} 49' 14''$  E.

*Abridged description.*—Lt. Fl. ev. 10 sec. vis. 9 m.

*Description.*—A large black Can, light-and-whistle buoy, exhibiting a flashing green light every ten seconds, thus:—

Light  
5 Secs.

Eclipse  
5 Secs.

*Visibility.*—9 miles in clear weather.

*Remarks.*—The buoy is of the "Aga" system Light Buoy, which is also fitted with an automatic whistle.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

" 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 217. Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 26th March 1920.

## INDIA—WEST COAST—BOMBAY HARBOUR.

*Thull Shoal Buoy—To be Replaced by a Gas Buoy.*

*No. 117 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 41M. of 1920), are republished:—

*Former Notice.*—No. 77-M. of 1915. (This Office No. 126 of 1915.)

*Date of exhibition.*—On or about the 3rd May 1920.

*Position.*—At a distance of about 4 miles and 3 cables  $170^{\circ}$  (S.  $10^{\circ}$  E. Mag.) from Prongs Light-house, in the position formerly occupied by a red conical buoy surmounted by a triangle, which will be withdrawn.

Lat.  $18^{\circ} 48' 22''$  N.

Long.  $72^{\circ} 48' 51''$  E.

*Abridged description.*—Lt. Fl. Red. ev. 4 sec. vis. 6 m.

*Description.*—A conical buoy painted red exhibiting a flashing red light, thus :—

Light	Eclipse.
2 secs.	2 secs.

*Visibility.*—6 miles in clear weather.

*Remarks.*—The buoy is of the "Aga" system Light Buoy.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 214.

Indian List of Lights, 38th Issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 26th March 1920.

*The 12th April 1920.*

#### JAPAN—SHIMONOSEKI KO.

*Ganryu Jima*—Wreck south-eastward of.

*No. 108 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 355 of 1920), are republished :—

*Position (approximate).*—At a distance of  $1\frac{2}{3}$  cables,  $131^{\circ}$  ( $S. 44^{\circ} E.$  *Mag.*) from the lighthouse on the eastern extremity of Ganryu jima.

Lat.  $33^{\circ} 56' N.$ , long.  $130^{\circ} 55' E.$

*Description.*—Wreck of the sailing vessel *Koei Maru* (laden with coal) sunk in the year 1919, with one mast showing about 14 feet above water.

*Variation.*— $5^{\circ} W.$

*Charts affected.*—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 384 of 1919. (*H. 873-20.*)

#### EASTERN ARCHIPELAGO—PULO TENGA (PATERNOSTER) ISLANDS AND SABALANA (POSTILLON) ISLANDS.

##### *Amendments to Charts.*

*No. 109 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 375 of 1920), are republished :—

*Position.*—Eastern extreme of Satengar, lat.  $7^{\circ} 32' S.$ , long.  $117^{\circ} 19\frac{1}{2}' E.$

Paman Tawan lighthouse, lat.  $6^{\circ} 49\frac{1}{2}' S.$ , long.  $119^{\circ} 11' E.$

*Details.*—The accompanying reproductions of portions of charts Nos. 1696, 2637 and 941b show the necessary amendments to these charts with regard to depths, dangers and certain corrections in the names of islets in the Paternoster and Postillon islands, etc.

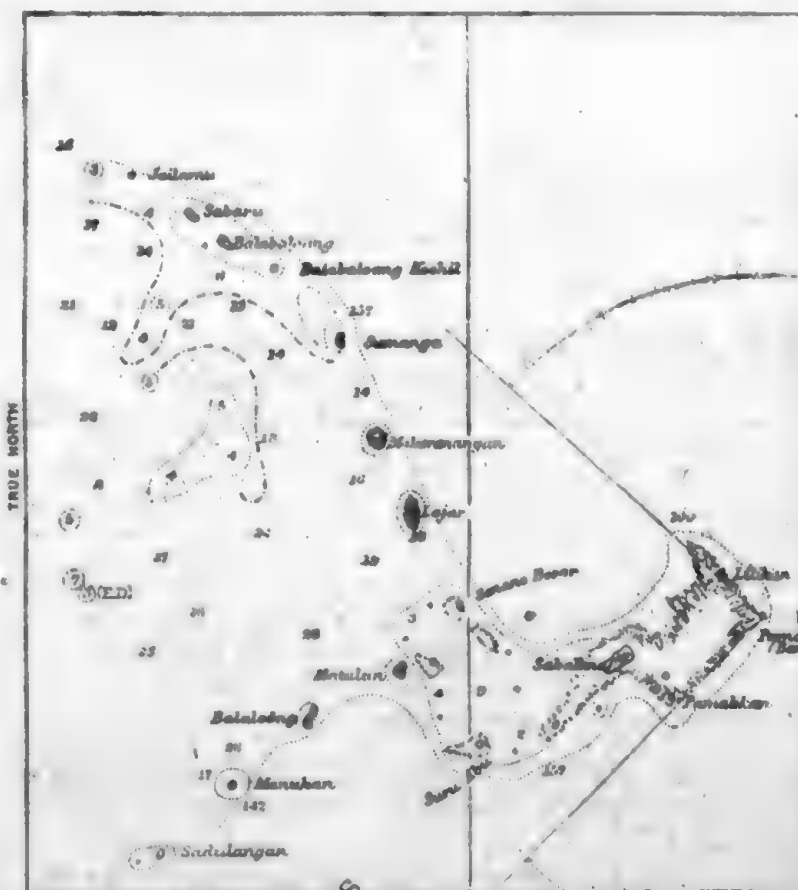
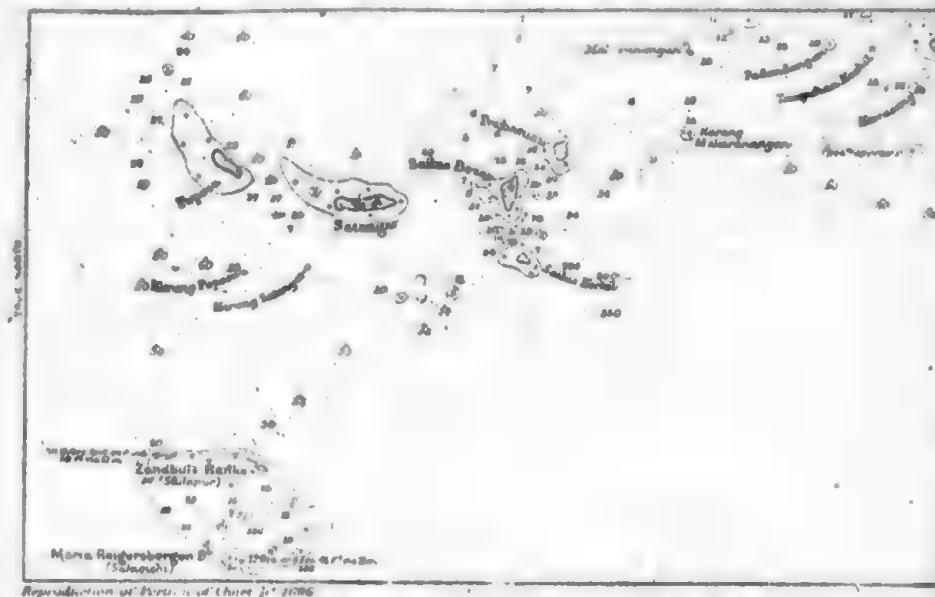
*Charts affected.*—No. 1696, Lombok to Flores.

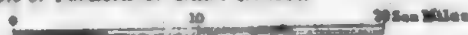
„ 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 256 to 258.

*Authority.*—Netherlands Government Chart. (H. 408-20.)





Reproduction of Portion of Chart N° 801

# GULF OF ADEN.

## *Submarine Cable buoys laid.*

*No. 110 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 36M. of 1920), are republished :—

*Details.*—Information, dated 20th March 1920, has been received from the General Superintendent, Eastern Telegraph Company, Limited, that two unlighted cable buoys will be moored close together in the following position, on about the 1st April 1920.

*Position.*—Lat. 12° 57' N.  
Long. 47° 59' E.

*Caution.*—It is extremely important that the buoys should not be disturbed and that as they are not lighted it is desirable for ships not to pass within five miles of this position at night.

*Charts affected.*—No. 6b, Gulf of Aden, Sheet II, Western portion.  
„ 1012, Arabian sea.  
„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 502.

*Authority.*—The Port Officer, Bombay, dated 22nd March 1920.

# INDIA—WEST COAST.

## *Submarine Cable buoys laid.*

*No. 111 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1920), are republished :—

*Details.*—Information, dated 23rd March 1920, has been received from the General Superintendent, Eastern Telegraph Company, Limited, Bombay, that two unlighted cable buoys will be moored close together in the following position on about 10th April 1920.

*Position.*—Lat. 18° 06' N.  
Long. 71° 38' E.

*Caution.*—It is extremely important that the buoys should not be disturbed and that as they are not lighted it is desirable for ships not to pass within five miles of this position at night.

*Charts affected.*—No. 2736, Gulf of Kutch to Vizianag.  
„ 826, Karachi to Vengurla.  
„ 1012, Arabian sea.

*Publication.*—West Coast of India Pilot, 1909, page 214.

*Authority.*—The Port Officer, Bombay, dated 23rd March 1920.

# INDIA—WEST COAST.

## *Existence of Wreck—Westward of fifty fathoms flat.*

*No. 112 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38 M. of 1920), are republished :—

*Position.*—Lat. 18° 16' N.  
Long. 70° 14' E.

*Details.*—The Master of S. S. *Diyatalawa* reports having seen a wreck apparently of a sailing vessel, about 100 feet long, bottom upwards and two spars projecting about 6 feet above water.

*Caution.*—The wreck constitutes a danger to navigation as it lies in the track of vessels.

*Charts affected.*—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

*Authority.*—The Director of the Royal Indian Marine, Bombay, dated 26th March 1920.

#### RED SEA—EASTERN SHORE.

*Kamaran Passage—Information with regard to beacons and buoys.*

*No. 113 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 39 M. of 1920), are republished :—

(1) *Beacons are being erected :—*

(a) *Position.*—On the site occupied by the telegraph hut on Ras-el-Bayadh :—

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

*Description.*—A stone pillar, 12 feet high and painted red.

(b) *Position.*—On the site occupied by the telegraph hut on Ras-el-Yemen :—

Lat.  $15^{\circ} 16\frac{1}{2}'$  N.

Long.  $42^{\circ} 34\frac{1}{2}'$  E.

*Description.*—A stone pillar, 12 feet high and painted red.

(c) *Position.*—On the summit of the 25 feet coral mound on south-eastward of Ras-el-Bayadh :—

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

*Description.*—A square masonry pillar 25 feet high, painted in alternate black and white bands.

*Remarks.*—The height of the beacon on Risha island is to be increased to 35 feet and it will be painted with 7 alternate bands of black and white.

(2) *Buoys are being established :—*

(a) *Position.*—At a distance of about 4 cables  $325^{\circ}$  (N.  $32^{\circ} 20'$  W. Mag.) from the telegraph hut westward of Ras-el-Bayadh.

*Description.*—A black can buoy surmounted by staff and cage.

(b) *Position.*—At a distance of about  $3\frac{1}{2}$  cables  $26^{\circ}$  (N.  $28^{\circ} 20'$  E. Mag.) from the telegraph hut westward of Ras-el-Bayadh.

*Description.*—A red conical buoy surmounted by staff and drum.

*Remarks.*—The following buoys will be placed :—

The buoy off the boat harbour in the southern approach and two cylindrical buoys with top marks to indicate the position of the two small shoal patches in the quarantine anchorage at Kamaran.



*Note.*—Further particulars will be notified on completion of works.

*Variation*— $2^{\circ} 40'$  W.

*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim island.

*Publication.*—Red Sea and Gulf of Aden Pilot, pages 362, 363, 364.

*Authority.*—The Port Officer, Aden, dated 17th March 1920.

*The 5th April 1920.*

#### CHINA SEA—BILLITON ISLAND, NORTH-WEST COAST.

*Eleven Islands—Amendments to Charts with regard to Shoals.*

*No. 97 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 281 of 1920), are republished:—

*Position.*—Langkuas light, lat.  $2^{\circ} 32' 15''$  S., long.  $107^{\circ} 37' 17''$  E.

*Details.*—The necessary amendments to chart No. 3597 with regard to shoals, &c., in the vicinity of Eleven islands are shown on the accompanying reproduction of a portion of that chart.

*Charts affected.*—No. 3597, Approaches to Tanjong Pandan.

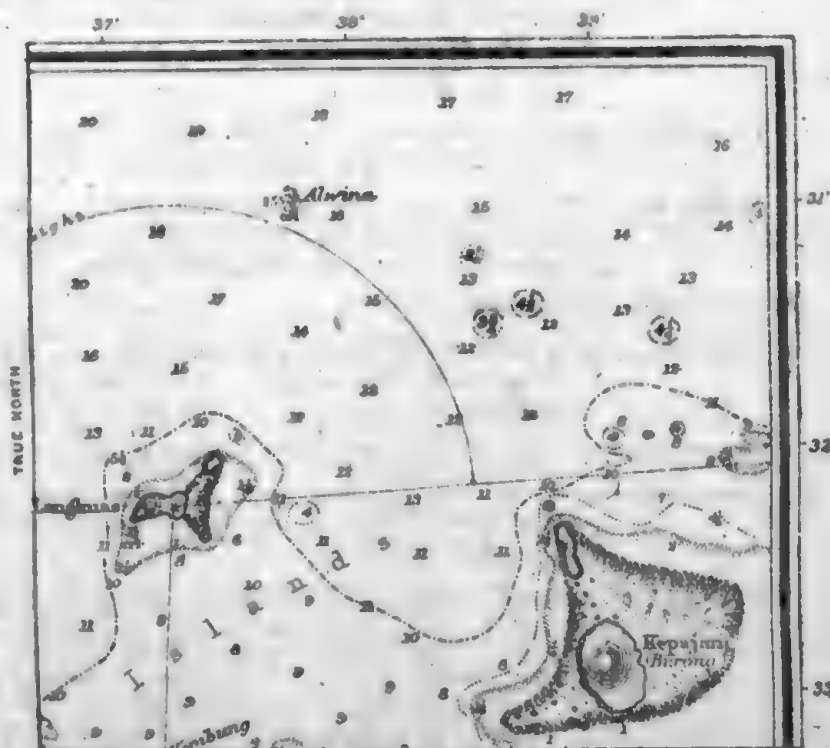
„ 2137, Gaspar strait.

„ 2149, Banka and Gaspar straits.

„ 2160, Carimata strait.

*Publication.*—China Sea Pilot, Vol. II., 1915, page 167.

*Authority.*—Netherlands Government Chart. (H. 152-20.)



Reproduction of Portion of Chart No. 3597.

Cables 10

1 Sea Mile

RED SEA—EASTERN SHORE.

*Lith to Kamaran—Information with regard to Beacons and Buoys.*

No. 98 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 302 of 1920), are republished:—

(1) Beacons disappeared:

*Details.*—The undermentioned beacons have disappeared and are to be expunged from the charts:—

	Position.	Description.
(a) Katat el Gursh ...	Lat. 20° 07½' N., long. 40° 05½' E.	Triangle.
(b) Abulat island ...	„ 19° 57' N., „ 40° 08' E.	Triangle.
(c) Unnamed reef 4 miles westward from Ras Abu Kalb.	„ 18° 40½' N., „ 41° 07½' E.	—
(d) Northern end of Umm Kerkan shoal.	„ 18° 25' N., „ 41° 23' E.	—

(2) Buoys disappeared:

*Details.*—The undermentioned buoys have disappeared and are to be expunged from the charts:—

	Position.	Description.
(a) Off Ras Abu Matna	Lat. 18° 51½' N., long. 41° 08½' E.	White conical with ball topmark.
(b) Eastern side of Umm Kerkan shoal.	„ 18° 22' N., „ 41° 24' E.	Black conical with ball topmark.
(c) Shab Badinjan shoal	„ 15° 32½' N., „ 42° 36½' E.	Black can with ball topmark.

(3) Caution with regard to buoy:

*Position.*—Marking the eastern side of Katat el Awwal shoal:

Lat. 19° 50½' N., long. 40° 32½' E.

*Note.*—The cautionary note “(Liable to shift)” is to be placed on the plan on chart No. 14 against the above buoy.

*Charts affected.*—No. 8c, Red sea—sheet 3.  
 „ 8d, Red sea—sheet 4.  
 „ 143, Jebel Teir to Perim island.  
 „ 2523, Red sea.  
 „ 14, Plan of Approaches to Ras el Askar.

*Authority.*—H.M.S. *Clematis*, Hyd. Note No. 1 of 1919. (H. 656-20.)

## CHINA SEA.

### *Traffic Regulations.*

*No. 99 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 307 of 1920), are republished:—

Former Notice.—No. 155 of 1919 (*This office No. 70 of 1919*); hereby cancelled.

### I

## II. SWATAU.

The following Regulations have been made with reference to the existence of mines in the approaches to Swatau:—

1. Vessels are forbidden to proceed by the channel northward of Sugar Loaf lighthouse.
2. All vessels, including men-of-war, must enter and leave the port by the channel to the southward of Sugar Loaf lighthouse.
3. All vessels, including men-of-war, when entering and leaving, must, when at a distance of 3 miles from Sugar Loaf lighthouse, slow down to a speed not exceeding 6 knots.
4. Vessels leaving or approaching Sugar Loaf lighthouse may not anchor within a distance of 4 miles outside and 2 miles inside thereof, nor throw overboard heavy articles, to do so being dangerous.
5. A guardboat will be stationed by the authorities, which, in case of changes in the minefield, will approach and guide incoming and outgoing steamers.
6. All incoming and outgoing vessels should give 24 hours' notice of their expected arrival or departure to the Swatau police.
7. If vessels, including men-of-war, disregard the above rules and thereby incur risks, the local authorities will not accept responsibility.
8. The time for leaving and entering the port is fixed for the hours between 6 A.M. and 6 P.M.

Note.—This Notice is a revision of the former Notice quoted above.

Authority.—Shanghai Notice. (*H. 7592-19.*)

## AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

### *Tortoise Head Light—Alteration in Characteristics.*

*No. 100 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 319 of 1920), are republished:—

Former Notice.—No. 1880 of 1919. (*This Office No. 356 of 1919.*)

Position.—Lat. 38° 24' 40" S., long. 145° 16' 25" E.

New abridged description.—Lt. Fl. W. & R.

*Details.*—The flashing white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A *flashing* light, with *white* and *red* sectors, showing a short flash, followed by an eclipse of five seconds.

*Sectors.*—Red from  $59^{\circ}$  (*N.  $51^{\circ}$  E. Mag.*) to  $61^{\circ}$  (*N.  $53^{\circ}$  E. Mag.*);

White thence to  $62^{\circ}$  (*N.  $54^{\circ}$  E. Mag.*);

Red thence to  $63^{\circ}$  (*N.  $55^{\circ}$  E. Mag.*).

Obscured elsewhere.

*Caution.*—Vessels using this light to enter or leave the western entrance to Port Western should be careful to keep within the full beam of the *white* light, as the *red* sectors on either side indicate proximity to the Middle bank to the northward and McHaffie reef to the southward.

*Variation.*— $8^{\circ}$  E.

*Charts affected.*—No. 1707, Port Western.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

*Publications.*—List of Lights, Part VI., 1920, No. 2485.

Australia Pilot, Vol. II., 1918, page 156.

*Authority.*—Melbourne Notice No. 7 of 1919. (*H. 955-20.*)

#### JAPAN—INLAND SEA, GULF OF OSAKA.

*Wada Misaki*—Wreck south-eastward of.

*No. 101 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 321 of 1920), are republished:—

*Position (approximate).*—At a distance of 5 cables,  $138^{\circ}$  (*S.  $37^{\circ}$  E. Mag.*), from Wada misaki lighthouse.

Lat.  $34^{\circ} 38' N.$ , long.  $135^{\circ} 11' E.$

*Description.*—Wreck of a vessel sunk in the year 1919, with two masts showing about 4 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 380 of 1919. (*H. 869-20.*)

#### CHINA SEA.

*Billiton (Belitung) Island. North Coast*—Amendments to Charts with regard to Rocks and Shoals.

*No. 102 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 333 of 1920), are republished:—

*Position.*—Burung Mandi point, lat.  $2^{\circ} 45' S.$ , long.  $108^{\circ} 17' E.$

*Details.*—The accompanying reproductions of portions of charts Nos. 2160 and 941a shew the necessary amendments to these charts with regard to rocks and shoals off the northern coast of Billiton island.

*Charts affected.*—No. 2160, Carimata strait.  
 .. 941a, Eastern archipelago—sheet 1.  
*Authority.*—Netherlands Government Chart. (H. 467-20.)



Reproduction of Portion of Chart N° 2160.



Reproduction of Portion of Chart N° 941A.



### MADAGASCAR, EAST COAST.

#### *Derelict reported.*

*No. 103 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 344 of 1920), are republished:—

*Position.*—Lat. 18° 44' S., long 51° 58' E.

*Date sighted.*—On the 5th February 1920.

*Description.*—Derelict steamer *Ville d'Alger*.

*Caution.*—This derelict, which was reported to be drifting to the north-westward at the rate of one mile an hour, constitutes a danger to navigation.

*Charts temporarily affected.*—No. 759b, Antongil bay to Ambatosoa.  
 .. 597, Delagoa bay to Cape Guardafui.  
 .. 2899, Chagos archipelago to Madagascar.  
 .. 748a, Indian ocean—southern portion.

*Authority.*—Commander-in-Chief, Simonstown. (H. 1291-20.)

RED SEA, EASTERN SHORE—KAMARAN HARBOUR APPROACH.

*Quarantine Anchorage—Buoys to be expunged from Chart.*

*No. 104 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 348 of 1920), are republished:—

*Positions.*—At distances of about  $5\frac{1}{2}$  and 11 cables north-eastward, respectively, from North point, at the entrance to Kamaran harbour.

North point, lat.  $15^{\circ} 20\frac{1}{2}'$  N., long  $42^{\circ} 36'$  E.

*Description.*—Each a red conical buoy with ball topmark.

*Remarks.*—These buoys are to be expunged from the chart.

*Chart affected.*—No. 543, Kamaran passage and southern approach.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 366; Revised Supplement (3), 1917.

*Authority.*—Hydrographic Department. (H. 683-20.)

AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Corny Point Light—Intended alteration in Character. Signal Station to be discontinued.*

*No. 105 (third publication).—*

*Subject.*—The Fixed White Light with Red Sector on Corny Point will be replaced by a Group Flashing White Light with Red Sector (U); and, further, that the signal station will be discontinued, on or about 30th June 1920.

*Position.*—North extreme of Corny Point.

Lat.  $34^{\circ} 51'$  S., long.  $137^{\circ} 01'$  E. on Chart No. 2389.

*Details.*—The Fixed White Light with Red Sector will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light with Red Sector, showing four flashes in quick succession every twelve seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ secs.

*Sectors.*—Red from  $29^{\circ}$  (N.  $24\frac{1}{2}^{\circ}$  E. Mag.) to  $54^{\circ}$  (N.  $49\frac{1}{2}^{\circ}$  E. Mag.); White from  $51^{\circ}$  (N.  $49\frac{1}{2}^{\circ}$  E. Mag.) through East and South to  $249^{\circ}$  (S.  $64\frac{1}{2}^{\circ}$  W. Mag.).

*Visibility.*—White, 15 miles. Red, 7 miles.

*Power.*—White, 2500 candles. Red, 1000 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued, and the Light-keepers withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2389, St. Vincent and Spencer Gulfs.  
„ 2759b, Australia, southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919 No. 2308.

Australia Pilot, Vol. I., 1918, page 195.

*Authority.*—Melbourne Notice No. 5 of 1920.



## AUSTRALIA—EAST COAST, CLEVELAND BAY.

*Bay Rock Light*—*Intended alteration in Characteristics.*  
*Signal station to be discontinued.*

No. 106 (third publication).—

*Subject.*—The fixed White Light with Red Sector on Bay Rock will be replaced by a Group Flashing White Light with Red Sector (U). and, further, that the Signal Station will be discontinued, on or about 31st May 1920.

*Position.*—Lat. 19° 07' S., long. 146° 46' E. on Chart No. 2349.

*Details.*—The fixed White Light with Red Sector will be replaced by a New Light having the undermentioned characteristics :—

*Character.*—Group Flashing White Light, with Red Sector, showing two flashes in quick succession every six seconds thus :

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{4}{3}$ secs.

*Visibility.*—White, 15 miles. Red, 6 miles.

*Power.*—White, 1,500 candles. Red, 600 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1102, Cleveland Bay.

„ 2349, Magnetic Island to Double Point.

„ 348, Whitsunday Island to Magnetic Island.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 2759a, Australia, Northern Portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919, No. 2710.

Australia Pilot, Vol. IV., 1917, page 163.

*Authority.*—Melbourne Notice No. 6 of 1920.

## CHINA SEA—CANTON HARBOUR—BACK REACH.

*Uncharted Rocky Patch Found ; buoy established.*

No. 107 (third publication).—

The Coast Inspector, Shanghai, has given Notice (No. 698 of 1920), that an uncharted rocky patch has been found in the Back Reach, Canton Harbour. This rock is situated abreast of Jardine, Matheson & Co.'s Wharf (late Hamburg-American Line Wharf) and is 200 feet in length and 50 feet in breadth and has a least depth over it of 10 feet at low water of spring tides. It lies about parallel to and 150 feet from the outer edge of the wharf. This rock is to be known as the Sha Chung Rock.

A black Buoy, to be known as the Sha Chung Rock Buoy, has been established to mark the middle of the rocky patch. A fixed green light is placed on this Buoy from sunset to sunrise.

W. K. THYNE, COMDR., R. I. M.,

*Offg. Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, MAY 5, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,

*Secy. to the Govt. of Bengal.*

CALCUTTA, the 26th April 1920.

#### ARABIAN SEA—ARABIA.

##### *Ras-al-Khabba—Existence of wreck Southward of—*

No. 118 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 46M. of 1920), are republished :—

*Position.*—Lat.  $22^{\circ} 14'$  N.  
Long.  $59^{\circ} 48'$  E.

*Description.*—A wrecked steamship *Charles Tellier* stranded in July 1919, close in shore southward of Ras-al-Khabba.

*Charts temporarily affected.*—No. 10c Mascat to Ras Sukra.  
„ 1012, Arabian Sea.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

#### GULF OF ADEN—BRITISH SOMALILAND.

##### *Zeila Roadstead—Information with regard to Buoyage.*

No. 119 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1920), are republished :—

*Former Notice.*—No. 58-M. of 1919. (*This Office No. 269 of 1919.*)

(1) *Sea Gull Shoal Buoy* :—

*Position.*—At south-east end of shoal at a distance of about  $91\frac{1}{2}$  miles  $82^{\circ}$  (N.  $85^{\circ}$  E. Mag.) from Zeila pier light :—

Lat.  $11^{\circ} 23'$  N.  
Long.  $43^{\circ} 38\frac{1}{2}'$  E.

*Alteration.*—This buoy which was laid in 1914 is now reported to be a red conical buoy without top mark.

*Remarks.*—As the recent observations have revealed this buoy to be in the correct position the note "position approximate" placed against this buoy on Chart No. 919 is to be expunged.

(2) *Shab Filfil Shoal Buoy* :—Alteration in position of—

*Amended Position.*—At a distance of about 4½ cables 195° (S. 18° W. Mag.) from the charted position and at a distance of about 7 miles and 3½ cables 120° (S. 57° E. Mag.) from the white beacon at the northern end of Aibat Island :—

Lat. 11° 27½' N.

Long. 43° 35' E.

*Description.*—The black conical buoy surmounted by a staff and white drum, now lies in 6 fathoms L. W. O. S. one cable clear of the north-west extremity of the shoal.

*Remarks.*—The buoy is in a dilapidated state; the above water-part of it is very much corroded and there are several holes about two feet above the water line.

(3) *Channel Reef Buoy* :—

*Details.*—The Can Buoy painted in black and white vertical stripes, marking the seaward end of channel reef has disappeared.

(4) *Aibat Island Reef Buoy* :—

*Details.*—The Black Conical Buoy, marking the eastern extremity of the shoal extending from Aibat Island has disappeared.

*Variation.*—3° W.

*Charts affected.*—No. 919, Plan of Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ 6b, Gulf of Aden western portion.

„ 8e Red Sea, sheet V.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 436-437. Revised Supplement (3) 1917, page 59.

*Authority.*—The Commanding Officer, H. M. S. *Olio*, dated 8th March 1920.

INDIA—WEST COAST.

*Derelict Reported.*

*No. 120 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 51M. of 1920), are republished :—

*Details.*—The Master of SS. "Clan Macbrayne" reports having passed a spar floating vertically and projecting 5 or 6 feet above water approximately in the following position.

*Position.*—Lat.  $18^{\circ} 25' N.$

Long.  $69^{\circ} 50' E.$

*Charts temporarily affected.*—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Authority.*—The Director, Royal Indian Marine, Bombay.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*

*The 19th April 1920.*

# AUSTRALIA, NEW SOUTH WALES—PORT JACKSON.

*Shark Point—Alteration in position of light-buoy northward of.*

*No. 114 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 389 of 1920), are republished:—

*New position.*—At a distance of about 100 yards northward from former position, and 490 yards,  $356^{\circ}$  (*N.  $13^{\circ}$  W. Mag.*), from the  $\blacktriangle$  on Shark point.

Lat.  $33^{\circ} 51' S.$ , long.  $151^{\circ} 16' E.$

*Description.*—A black conical light-buoy numbered “3,” exhibiting a *flashing white* light.

*Variation.*— $9^{\circ}$  E.

*Chart affected.*—No. 1069, Port Jackson.

*Publications.*—Australia Pilot, Vol. II, 1918, page 503; Supplement No. 1, 1919.

Australia Pilot, Vol. III, 1916, page 36.

*Authority.*—Sydney Harbour Trust. (*H. 185-20.*)

# CHINA, EAST COAST—KYAU CHAU BAY.

*Tsingtau—Information with regard to pilotage; Quarantine regulations.*

*No. 115 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 390 of 1920), are republished:—

*Position.*—Tsingtau, lat.  $36^{\circ} 04\frac{1}{2}' N.$ , long.  $120^{\circ} 19' E.$

## 1. Pilotage:

Pilotage for inward bound vessels is compulsory and free. There is no pilotage for outward-bound vessels, but on a vessel's first call at the port a pilot is furnished on leaving when requested, no charge being made.

## 2. Quarantine:

All vessels on arrival at Tsingtau must anchor at the Quarantine Examination anchorage, off Arkona islet, where they will be boarded by the medical officers and the pilot.

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 419, 420.

*Authority.*—H. B. M. Vice-Consul, Tsingtau. (H. 1474-20.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs Reef buoy*—To be replaced by a *Light-and-Whistle buoy*.

*No. 116 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 40M. of 1920), are republished:—

*Former Notice.*—No. 89M., of 1918, (*This Office No. 356 of 1918.*)

*Date of exhibition.*—On or about the 1st May 1920.

*Position.*—At a distance of about 1 mile and 3 cables 121° (S. 59° E. Mag.) from Prongs Light-house, in the position formerly occupied by a can buoy, painted black, which will be withdrawn.

Lat. 18° 52' N.

Long. 72° 49' 14" E.

*Abridged description*—Lt. Fl. ev. 10 sec. vis. 9 m.

*Description.*—A large black can, light-and-whistle buoy, exhibiting a flashing green light every ten seconds, thus:—

Light	Eclipse
5 secs.	5 secs.

• *Visibility.*—9 miles in clear weather.

*Remarks.*—The buoy is of the "Aga" system Light Buoy, which is also fitted with an automatic whistle.

*Variation.*—Nil.

• *Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 217. Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 26th March 1920.

## INDIA—WEST COAST—BOMBAY HARBOUR.

*Thull shoal buoy*—To be replaced by a *gas buoy*.

*No. 117 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 41M. of 1920), are republished:—

*Former Notice.*—No. 77-M. of 1915. (*This Office No. 126 of 1915.*)

*Date of exhibition.*—On or about the 3rd May 1920.

*Position.*—At a distance of about 4 miles and 3 cables 170° (S. 10° E. Mag.) from Prongs Light-house, in the position formerly occupied by a red conical buoy surmounted by a triangle, which will be withdrawn.

Lat. 18° 48' 22" N.

Long. 72° 48' 51" E.

*Abridged description.*—Lt. Fl. Red. ev. 4 sec. vis. 6 m.

*Description.*—A conical buoy painted red exhibiting a flashing red light, thus :—

Light	Eclipse.
2 secs.	2 secs.

*Visibility.*—6 miles in clear weather.

*Remarks.*—The buoy is of the "Aga" system Light Buoy.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 214.

Indian List of Lights, 38th Issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 26th March 1920.

*The 12th April 1920.*

#### JAPAN—SHIMONOSEKI KO.

*Ganryu Jima*—Wreck south-eastward of.

*No. 108 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 355 of 1920), are republished :—

*Position (approximate).*—At a distance of  $1\frac{3}{4}$  cables,  $131^{\circ}$  (*S.  $44^{\circ}$  E. Mag.*) from the lighthouse on the eastern extremity of Ganryu jima.

Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 55\frac{1}{2}'$  E.

*Description.*—Wreck of the sailing vessel *Koei Maru* (laden with coal) sunk in the year 1919, with one mast showing about 14 feet above water.

*Variation.*— $5^{\circ}$  W.

*Charts affected.*—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Authority.*—Tokyo Notice No. 384 of 1919. (*H. 873-20.*)

#### EASTERN ARCHIPELAGO—PULO TENGA (PATERNOSTER) ISLANDS AND SABALANA (POSTILLON) ISLANDS.

##### *Amendments to Charts.*

*No. 109 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No 375 of 1920), are republished :—

*Position.*—Eastern extreme of Satengar, lat.  $7^{\circ} 32'$  S., long.  $117^{\circ} 19\frac{1}{2}'$  E.

Paman Tawan lighthouse, lat.  $6^{\circ} 49\frac{1}{2}'$  S., long.  $119^{\circ} 11'$  E.



*Details.*—The accompanying reproductions of portions of charts Nos. 1696, 2637 and 941b show the necessary amendments to these charts with regard to depths, dangers and certain corrections in the names of islets in the Paternoster and Postillon islands, etc.

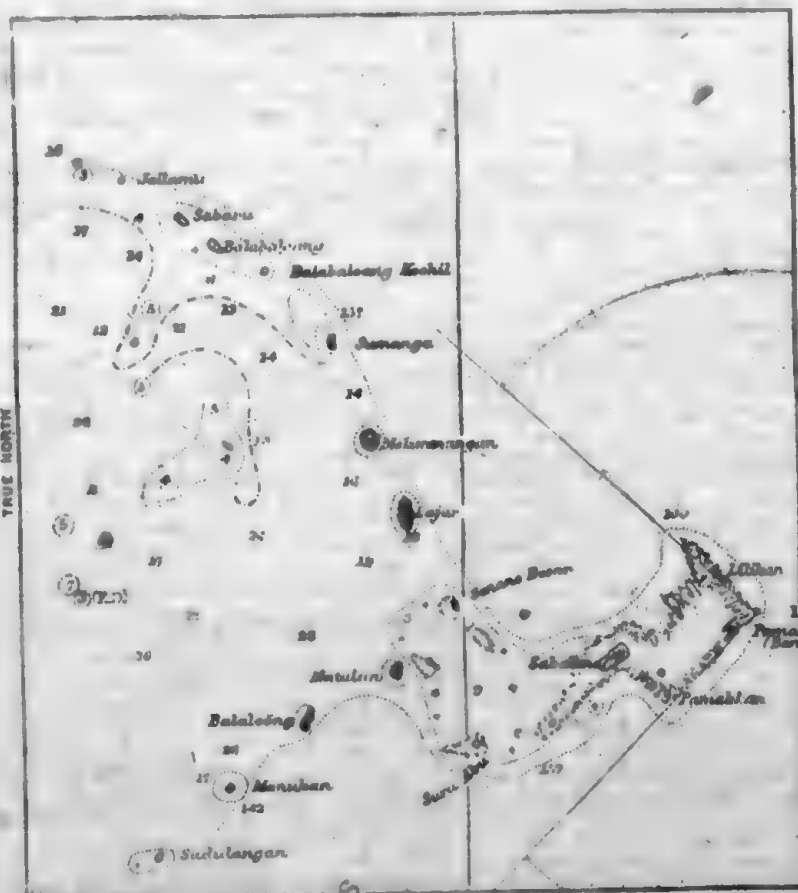
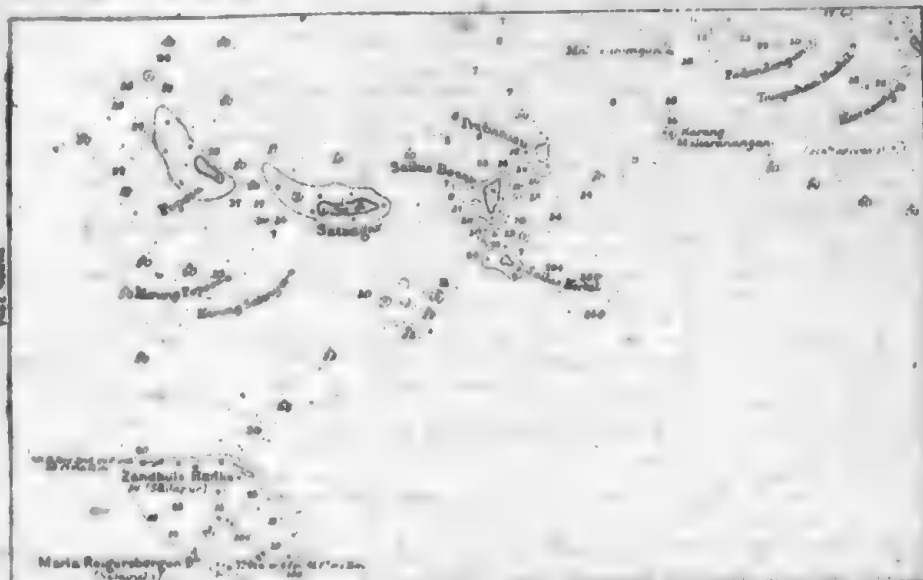
*Charts affected.*—No. 1696, Lombok to Flores.

" 2637, South part of the Strait of Makassar.

" 941b, Eastern archipelago—sheet 2.

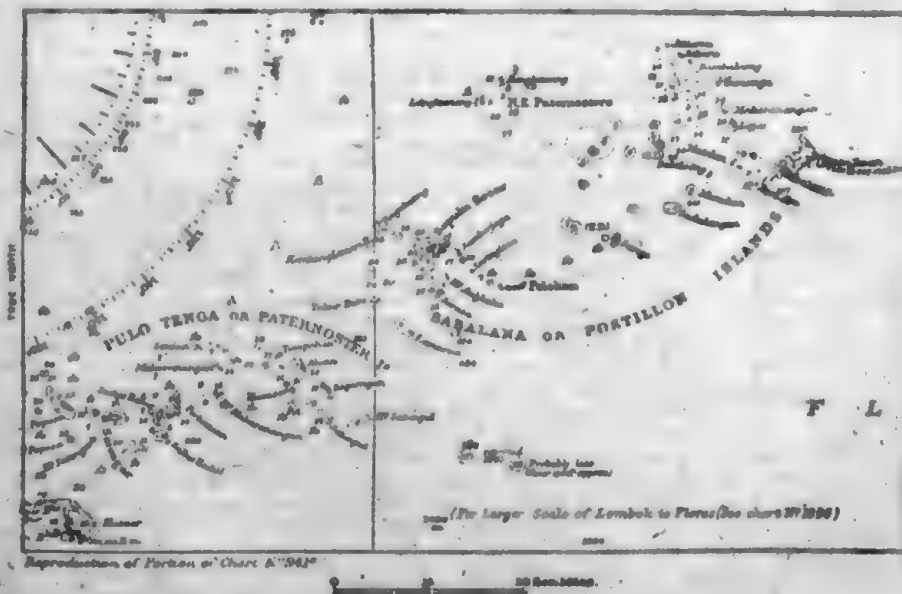
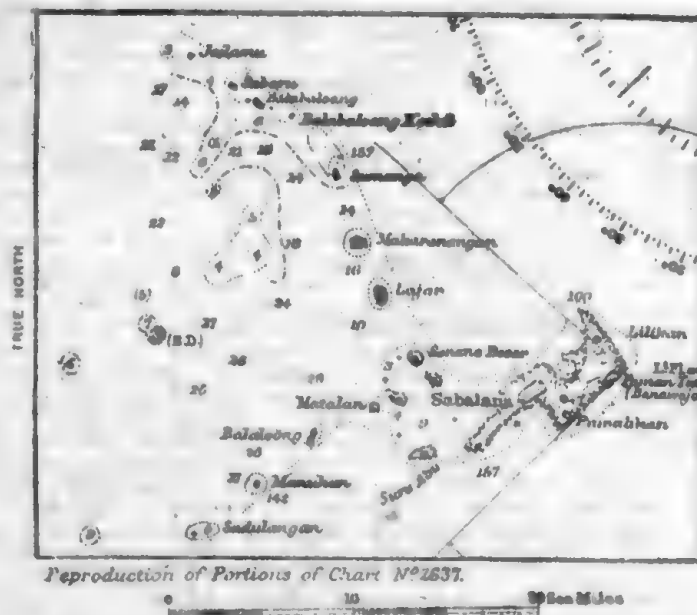
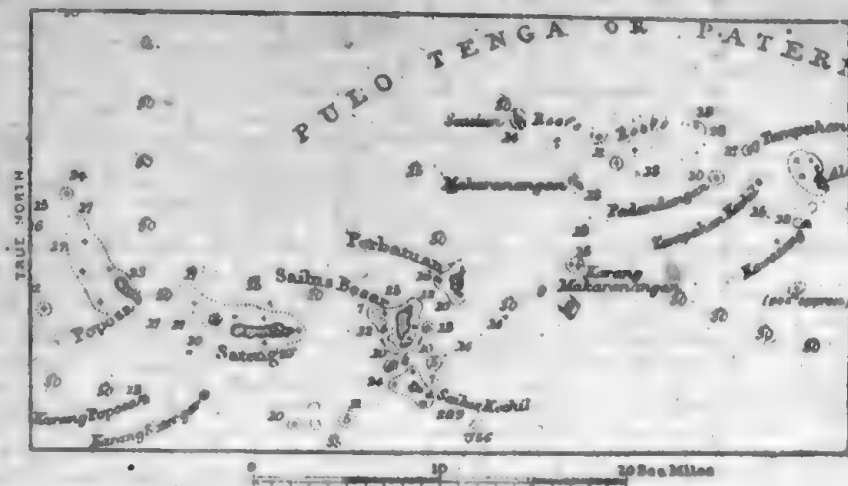
*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 256 to 258.

*Authority.*—Netherlands Government Chart. (H. 408-20.)



Reproduction of Portion of Chart No. 1696.

0 5 10 15 20 Sea Miles



GULF OF ADEN.

*Submarine Cable buoys laid.*

*No. 110 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 36M. of 1920), are republished:—

*Details.*—Information, dated 20th March 1920, has been received from the General Superintendent, Eastern Telegraph Company, Limited; that two unlighted cable buoys will be moored close together in the following position on about the 1st April 1920.

*Position.*—Lat.  $12^{\circ} 57' N.$   
Long.  $47^{\circ} 59' E.$

*Caution.*—It is extremely important that the buoys should not be disturbed and that as they are not lighted it is desirable for ships not to pass within five miles of this position at night.

*Charts affected.*—No. 6b, Gulf of Aden, Sheet II, Western portion.  
„ 1012, Arabian sea.  
„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 502.

*Authority.*—The Port Officer, Bombay, dated 22nd March 1920.

INDIA—WEST COAST.

*Submarine Cable buoys laid.*

*No. 111 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1920), are republished:—

*Details.*—Information, dated 23rd March 1920, has been received from the General Superintendent, Eastern Telegraph Company, Limited, Bombay, that two unlighted cable buoys will be moored close together in the following position on about 10th April 1920.

*Position.*—Lat.  $18^{\circ} 06' N.$   
Long.  $71^{\circ} 38' E.$

*Caution.*—It is extremely important that the buoys should not be disturbed and that as they are not lighted it is desirable for ships not to pass within five miles of this position at night.

*Charts affected.*—No. 2736, Gulf of Kutch to Viziadrug.  
„ 826, Karachi to Vengurla.  
„ 1012, Arabian sea.

*Publication.*—West Coast of India Pilot, 1909, page 214.

*Authority.*—The Port Officer, Bombay, dated 23rd March 1920.

INDIA—WEST COAST.

*Existence of Wreck—Westward of fifty fathoms flat.*

*No. 112 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38 M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 16' N.$   
Long.  $70^{\circ} 14' E.$

*Details.*—The Master of S. S. *Diyatalawa* reports having seen a wreck apparently of a sailing vessel, about 100 feet long, bottom upwards and two spars projecting about 6 feet above water.

*Caution.*—The wreck constitutes a danger to navigation as it lies in the track of vessels.

*Charts affected.*—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

*Authority.*—The Director of the Royal Indian Marine, Bombay, dated 26th March 1920.

#### RED SEA—EASTERN SHORE.

*Kamaran Passage*—Information with regard to beacons and buoys.

*No. 113 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 39 M. of 1920), are republished :—

(1) *Beacons are being erected* :—

(a) *Position.*—On the site occupied by the telegraph hut on Ras-el-Bayadh :—

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

*Description.*—A stone pillar, 12 feet high and painted red.

(b) *Position.*—On the site occupied by the telegraph hut on Ras-el-Yemen :—

Lat.  $15^{\circ} 16\frac{1}{2}'$  N.

Long.  $42^{\circ} 34\frac{1}{2}'$  E.

*Description.*—A stone pillar, 12 feet high and painted red.

(c) *Position.*—On the summit of the 25 feet coral mound on south-eastward of Ras-el-Bayadh :—

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

*Description.*—A square masonry pillar 25 feet high, painted in alternate black and white bands.

*Remarks.*—The height of the beacon on Risha island is to be increased to 35 feet and it will be painted with 7 alternate bands of black and white.

(2) *Buoys are being established* :—

(a) *Position.*—At a distance of about 4 cables  $325^{\circ}$  (N.  $32^{\circ} 20'$  W. Mag.) from the telegraph hut westward of Ras-el-Bayadh.

*Description.*—A black can buoy surmounted by staff and cage.

(b) *Position.*—At a distance of about  $3\frac{1}{2}$  cables  $26^{\circ}$  (N.  $28^{\circ} 20'$  E. Mag.) from the telegraph hut westward of Ras-el-Bayadh.

*Description.*—A red conical buoy surmounted by staff and drum.

*Remarks.*—The following buoys will be placed :—

The buoy off the boat harbour in the southern approach and two cylindrical buoys with top marks to indicate the position of the two small shoal patches in the quarantine anchorage at Kamaran.

*Note.*—Further particulars will be notified on completion of works.

*Variation*— $2^{\circ} 40'$  W.

*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim island.

*Publication.*—Red Sea and Gulf of Aden Pilot, pages 362, 363, 364.

*Authority.*—The Port Officer, Aden, dated 17th March 1920.

W. K. THYNE, COMDR., R. I. M.,

*Offg. Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, MAY 12, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 1st May 1920.

### CHINA, SOUTH-EAST COAST.

#### *Hongkong Harbour—Alterations in Moorings.*

*No. 121 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 467 of 1920), are re-published :—

*Position.*—Royal Naval Yard, lat.  $22^{\circ} 17' N.$ , long.  $114^{\circ} 10' E.$

*Details.*—Recent alterations in moorings off the Royal Naval Yard and off the Royal Naval Depot, Kaulung, are shown on the accompanying reproduction of a portion of chart No. 1459.

*Charts affected.*—No. 1459, Hongkong Harbour.

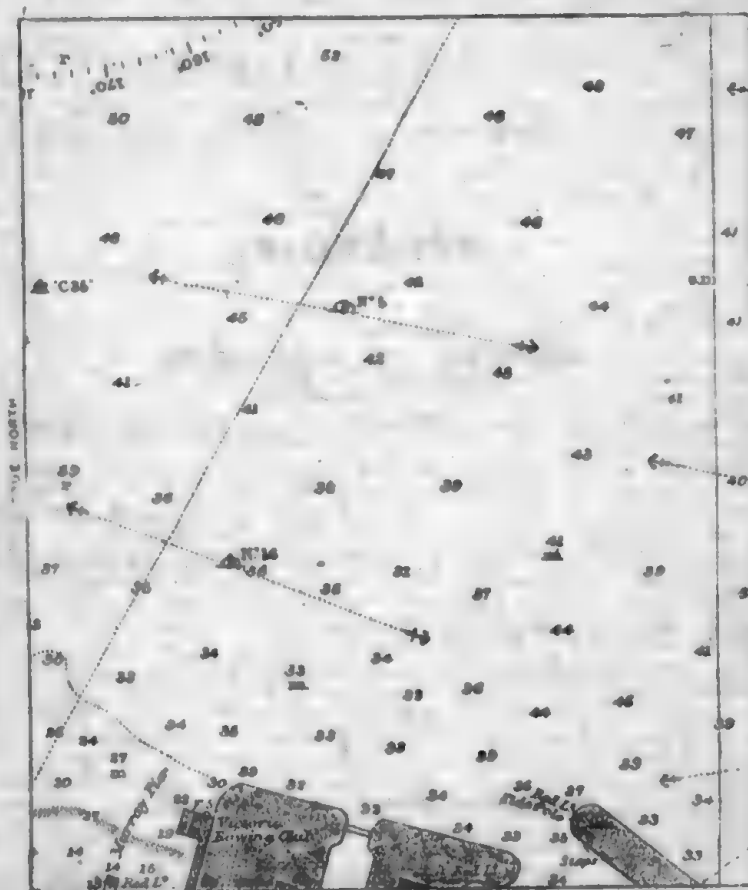
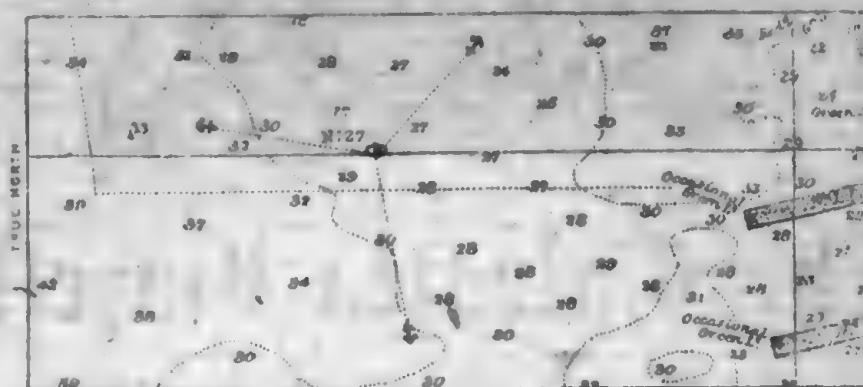
„ 3279, Hongkong waters—east.

„ 3280, Hongkong waters—west.

„ 1466, Hongkong.



*Authority.*—King's Harbour Master, Hongkong, Hyd. Note No. 6 of 1919. (H. 364-20.)



Reproduction of Portions of Chart N°1459

0 1 2 Cables

## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

### General Remarks.

*No. 122 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No 478 of 1920), are republished :—

*Former Notice*—No. 8 of 1920 ; hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

#### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless station. (1.)	Call letters. (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ... ..	VIS	...	600
Awanui Radio ... ..	VLA	} No details ...	No details
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Is. ... ..	VLC		
Macquarie Is. Radio ... ..	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ... ..	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ... ..	KAV	1200,* 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu ... ..	MPD	0930, 2130	2700
Cleethorpes ... ..	BYB	0500, 1700	3000
" " "Northern" ... ..	BYB	0000	3000
" " "Scandinavia" ... ..	BYB	1300	3000
<b>HAWAIIAN Is.</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } { 1830, 2230 }	? 600
<b>HOLLAND :</b>			
Scheveningen ... ..	PCH	1115, 2315	1800
<b>INDIA :</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200
<b>JAPAN :</b>			
Choshi ... ..	JCS	1200*	600
Dairenwan ... ..	JDA	1200	600
Fukukukaku ... ..	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ... ..	BYZ	2100	2700

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless station. (1.)	Call letters. (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>MEXICO :</b>			
Campeche ... ..	XAB	1837°	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
<b>SAMOA :</b>			
Tutuila ... ..	NPU	{ 0330, 0730 1930, 2330 }	600
<b>SOUTH AFRICA :</b>			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
<b>SPAIN :</b>			
Madrid ... ..	EGC	1330	2000
<b>UNITED STATES :</b>			
Washington (Arlington) ... ..	NAA	0300° & 1700°	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300°	1500
S. Francisco ... ..	NPH	0600°	600 & 950
North Head ... ..	NPE	0600	600 & 950
S. Diego ... ..	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 854-20.)

#### BORNEO, SOUTH COAST—BARITO RIVER APPROACH.

*Barito Light-Vessel replaced by new Light-Vessel.*

*No. 123 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 481 of 1920), are republished:—

*Former Notice.*—No. 139 of 1920. (This office No. 60 of 1920, hereby cancelled.

*Position.*—At a distance of about 5½ miles southward from Tanjong Burung.

Lat. 3° 39' S., long. 114° 30' E.

*Details.*—Barito light-vessel, which had been damaged and sunk, has been replaced by a new light-vessel with similar characteristics, i.e., the light-vessel exhibits an *occulting white light every twenty-five seconds*, thus:

Light,	eclipse,
15 secs.	10 secs.

The light-boat with fixed white light, temporarily marking the position, has been withdrawn.

*Note.*—Vessels must pass to the westward of the above light-vessel.

*Charts which were temply. affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur  
941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1920, No. 1076.

Eastern Archipelago Pilot, Part II., 1913, Page 333;  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 73 of 1920. (H. 725/20.)

## MADAGASCAR, WEST COAST.

*Morondava Approach—Shoal reported.*

*No. 124 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 490 of 1920), are republished :—

*Position (approximate).—*At a distance of about 15 miles westward from the entrance to the River Morondava.  
Lat.  $20^{\circ} 17' 00''$  S., long.  $44^{\circ} 01' 00''$  E.

*Description.—*A shoal upon which the sea was breaking was observed in approximately the position given above. The depth was not ascertained.

*Note.—*The above position is to be encircled by a danger line on the charts and marked with the note "*Shoal repd. (1920) (Posn. approx.)*"

*Charts affected.—*No. 7597, Cape St. Andrew to Bevato island.

„ 597, Delagea bay to Cape Guardafui.

*Publication.—*South Indian Ocean Pilot, 1911, page 433.

*Authority.—*Journal Officiel of Madagascar. (H. 1754-20.)

## SOUTH AFRICA.

*East London Harbour—Information with regard to North Pier and Light.*

*No. 125 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 494 of 1920), are republished :—

*Position.—*North pier, lat.  $33^{\circ} 01\frac{1}{2}'$  S., long.  $27^{\circ} 55\frac{1}{2}'$  E.

*Details.—*The north pier at Buffalo river entrance is being demolished, and a green light is exhibited to mark the position of the outer end of the pier; this light is moved as the work progresses. The fixed green light hitherto marking the outer end of the north pier as charted has been removed and is to be expunged from the charts, and the following note substituted on chart No. 1843 :—"*Pier being removed; works marked by Gn. Lt.*"

*Note.—*A further Notice will be issued when the removal of the north pier has been completed.

*Charts affected.—*No. 1843, East London harbour.

„ 2086, Waterloo bay to Bashee river.

*Publications.—*List of Lights, Part VI., 1920, No. 36.

Africa Pilot, Part III., 1915, page 143.

*Authority.—*Johannesburg Notice No. 55 of 1920. (H. 1702-20.)

## JAPAN, INLAND SEA—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

*He Saki—Wreck south-eastward of.*

*No. 126 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 495 of 1920), are republished :—

*Position.—*At a distance of 17 cables,  $141^{\circ}$  (S.  $34^{\circ}$  E. Mag.), from He saki lighthouse.

Lat.  $33^{\circ} 56\frac{1}{2}'$  N., long.  $131^{\circ} 02\frac{1}{2}'$  E.



*Description.*—Sunken wreck with two masts showing above water.

*Variation.*—5° W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 358, Western coasts of Kiusiu and Honshu.

*Authority.*—Tokyo Notice No. 424 of 1919. (*H.* 1652-20.)

#### JAPAN—INLAND SEA, BINGO NADA.

*Mutsu Sima*—Wreck south-westward of.

*No. 127 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 496 of 1920), are republished:—

*Position.*—At a distance of 3 $\frac{1}{2}$  miles, 226° (*S.* 51° *W.* *Mag.*), from Mutsu sima (609 ft.) summit.

Lat. 34° 15' N., long. 133° 28' E

*Description.*—Sunken wreck of the two-masted schooner *Tensha Maru*, with one mast showing above water.

*Variation.*—5° W.

*Chart affected.*—No. 2875, Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 410 of 1919. (*H.* 1647-20.)

#### INDIA—WEST COAST.

*Correct Position of Submarine Cable buoys laid.*

*No. 128 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 52M. of 1920) are republished:—

*Former Notice.*—No. 37-M. of 1920. (*This office No. 111 of 1920.*)

*Details.*—In continuation of Notice No. 37-M. of 1920 (Calcutta No. 111 of 1920) the correct position of the cable buoys laid now are:—

Lat. 18° 07' N.

Long. 71° 40' E.

*Authority.*—The Eastern Telegraph Company, Limited, Bombay, dated 10th April 1920.

*The 20th April 1920.*

#### ARABIAN SEA—ARABIA.

*Ras-al-Khabba*—Existence of wreck southward of—

*No. 118 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 46M. of 1920), are republished:—

*Position.*—Lat. 22° 14' N.

Long. 59° 48' E.

*Description.*—A wrecked steamship *Charles Tellier* stranded in July 1919, close in shore southward of Ras-al Khabba.

*Charts temporarily affected.*—No. 10c Muscat to Ras Sukra.  
„ 1012, Arabian Sea.

*Authority.*—The Director of the Royal Indian Marine, Bombay.



## GULF OF ADEN—BRITISH SOMALILAND.

*Zeila Roadstead—Information with regard to Buoyage.*

*No. 119 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1920), are republished :—

*Former Notice.*—No. 58-M. of 1919. (*This Office No. 269 of 1919.*)

(1) *Sea Gull Shoal Buoy* :—

*Position.*—At south-east end of shoal at a distance of about 9½ miles 82° (N. 85° E. Mag.) from Zeila pier light.—

Lat. 11° 23' N.

Long. 43° 38½' E.

*Alteration.*—This buoy which was laid in 1914 is now reported to be a red conical buoy without top mark.

*Remarks.*—As the recent observations have revealed this buoy to be in the correct position the note "position approximate" placed against this buoy on Chart No. 919 is to be expunged.

(2) *Shab Filfil Shoal Buoy* :—Alteration in position of—

*Amended Position.*—At a distance of about 4½ cables 195° (S. 18° W. Mag.) from the charted position and at a distance of about 7 miles and 3½ cables 120° (S. 57° E. Mag.) from the white beacon at the northern end of Aibat Island :—

Lat. 11° 27½' N.

Long. 43° 35' E.

*Description.*—The black conical buoy surmounted by a staff and white drum, now lies in 6 fathoms L. W. O. S. one cable clear of the north-west extremity of the shoal.

*Remarks.*—The buoy is in a dilapidated state; the above water-part of it is very much corroded and there are several holes about two feet above the water line.

(3) *Channel Reef Buoy* :—

*Details.*—The Can Buoy painted in black and white vertical stripes, marking the seaward end of channel reef has disappeared.

(4) *Aibat Island Reef Buoy* :—

*Details.*—The Black Conical Buoy, marking the eastern extremity of the shoal extending from Aibat Island has disappeared.

*Variation.*—3° W.

*Charts affected.*—No. 919, Plan of Zeila Roadstead.

" 253, Jebel Jan to Shab Kulangarit.

" 6b, Gulf of Aden western portion.

" 8e Red Sea, sheet V.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 436-437. Revised Supplement (3) 1917, page 59.

*Authority.*—The Commanding Officer, H. M. S. *Clio*, dated 8th March 1920.

## INDIA—WEST COAST.

*Derelict Reported.*

*No. 120 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 51M. of 1920), are republished :—

*Details.*—The Master of SS. "Clan Macbrayne" reports having passed a spar floating vertically and projecting 5 or 6 feet above water approximately in the following position.

*Position.*—Lat. 18° 25' N.

Long. 69° 50' E.

*Charts temporarily affected.*—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Authority.*—The Director, Royal Indian Marine, Bombay.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*

*The 13th April 1920..*

#### AUSTRALIA, NEW SOUTH WALES—PORT JACKSON.

*Shark Point—Alteration in position of light-buoy northward of.*

*No. 114 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 389 of 1920), are republished:—

*New position.*—At a distance of about 100 yards northward from former position, and 490 yards, 356° (N. 13° W. Mag.), from the  $\Delta$  on Shark point.

Lat. 33° 51' S., long. 151° 16' E.

*Description.*—A black conical light-buoy numbered “3,” exhibiting a flashing white light.

*Variation.*—4° E.

*Chart affected.*—No. 1069, Port Jackson.

*Publications.*—Australia Pilot, Vol. II, 1918, page 503; Supplement No. 1, 1919.

Australia Pilot, Vol. III, 1916, page 36.

*Authority.*—Sydney Harbour Trust. (H. 185-20.)

#### CHINA, EAST COAST—KYAU CHAU BAY.

*Tsingtau—Information with regard to pilotage; Quarantine regulations.*

*No. 115 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 390 of 1920), are republished:—

*Position.*—Tsingtau, lat. 36° 04½' N., long. 120° 19' E.

##### 1. Pilotage:

Pilotage for inward bound vessels is compulsory and free. There is no pilotage for outward-bound vessels, but on a vessel's first call at the port a pilot is furnished on leaving when requested, no charge being made.

##### 2. Quarantine:

All vessels on arrival at Tsingtau must anchor at the Quarantine Examination anchorage, off Arkona islet, where they will be boarded by the medical officers and the pilot.

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 419, 420.

*Authority.*—H. B. M. Vice-Consul, Tsingtau. (H. 1474-20.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs Reef buoy—To be replaced by a Light-and-Whistle buoy.*

*No. 116 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 40M. of 1920), are republished:—*

*Former Notice.—No. 89M., of 1918. (This Office No. 356 of 1918.)*

*Date of exhibition.—On or about the 1st May 1920.*

*Position.—At a distance of about 1 mile and 3 cables 121° (S. 59° E. Mag.) from Prongs Light-house, in the position formerly occupied by a can buoy, painted black, which will be withdrawn.*

Lat. 18° 52' N.

Long. 72° 49' 14" E.

*Abridged description.—Lt. Fl. ev. 10 sec. vis. 9 m.*

*Description.—A large black can, light-and-whistle buoy, exhibiting a flashing green light every ten seconds, thus:—*

Light	Eclipse
5 secs.	5 secs.

*Visibility.—9 miles in clear weather.*

*Remarks.—The buoy is of the "Aga" system Light Buoy, which is also fitted with an automatic whistle.*

*Variation.—Nil.*

*Charts affected.—No. 2621, Bombay Harbour.*

" 737, Arnala Island to Kundari Island.

*Publications.—West Coast of India Pilot, 1909, page 217. Indian List of Lights, 38th issue, 1919, page 22.*

*Authority.—The Port Officer, Bombay, dated 26th March 1920.*

## INDIA—WEST COAST—BOMBAY HARBOUR.

*Thull shoal buoy—To be replaced by a gas buoy.*

*No. 117 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 41M. of 1920), are republished:—*

*Former Notice.—No. 77-M. of 1915. (This Office No. 126 of 1915.)*

*Date of exhibition.—On or about the 3rd May 1920.*

*Position.—At a distance of about 4 miles and 3 cables 170° (S. 10° E. Mag.) from Prongs Light-house, in the position formerly occupied by a red conical buoy surmounted by a triangle, which will be withdrawn.*

Lat. 18° 48' 22" N.

Long. 72° 48' 51" E.

*Abridged description.—Lt. Fl. Red. ev. 4 sec. vis. 6 m.*

*Description.—A conical buoy painted red exhibiting a flashing red light, thus:—*

Light	Eclipse.
2 secs.	2 secs.

*Visibility.—6 miles in clear weather.*

*Remarks.—The buoy is of the "Aga" system Light Buoy.*

*Variation.—Nil.*

*Charts affected.—No. 2621, Bombay harbour.*

" 737, Arnala Island to Kundari Island.

*Publications.—West Coast of India Pilot, 1909, page 214.*

Indian List of Lights, 38th Issue, 1919, page 22.

*Authority.—The Port Officer, Bombay, dated 26th March 1920.*

W. K. THYNE, COMDR., R.I.M.,

Offg. Port Officer of Calcutta



# The Calcutta Gazette

WEDNESDAY, MAY 19, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
Secy. to the Govt. of Bengal.

CALCUTTA, the 10th May 1920.

### NEW GUINEA—NORTH-EAST COAST.

*Umboi (Rooke Island).—Shoal reported north-westward of.*

*No. 129 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 540 of 1920), are republished:—*

*Position (approximate).—At a distance of 5 miles,  $306^{\circ}$  (N.  $59^{\circ}$  W. Mag.), from Cape King.*

*Lat.  $5^{\circ} 26'$  S., long.  $147^{\circ} 44'$  E.*

*Depth.—Not stated.*

*Note.—The shoal is to be indicated on the charts by the symbol for a rock with a depth of less than six feet and marked "P.A."*

*Variation.— $5^{\circ}$  E.*

*Charts affected.—No. 2766, North-east coast of New Guinea.*

*„ 2759a, Australia—northern portion.*

*„ 780, Pacific ocean—south-west sheet.*

*Publication.—Pacific Islands Pilot, Vol. I., 1908, page 205.*

*Authority.—H.M.S. *Una*, Remark Book. (H. 5388-19.)*

## CHINA SEA—GULF OF SIAM, BANGKOK RIVER ENTRANCE.

*Regent Light—Temporary Alteration in Character.*

*No. 130 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1920), are republished :—

*Position (approximate).*—On Bangkok river bar, lat.  $13^{\circ} 28\frac{1}{2}'$  N., long.  $100^{\circ} 34'$  E.

*Alteration.*—The character of the light has been temporarily altered from occulting white to *fixed white*, owing to repairs to the machinery which are in process.

*Note.*—Further Notice will be given when the normal character of the light has been resumed.

*Charts temporarily affected.*—No. 999, Menam Chau fya or Bangkok river.

„ 2720, Koh Ta kut to Cape Liant.  
„ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI, 1920, No. 1357.

China Sea Pilot, Vol. III, 1912, page 171.

*Authority.*—Commander-in-Chief, China Station, Notice No. 4 of 1920. (H. 2083-20.)

## BORNEO—WEST COAST.

*Greig Shoals*—Shoal north-westward of, to be inserted on Chart No. 2160.

*No. 131 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1920), are republished :—

*Former Notice.*—No. 1622 of 1919. (This office No. 317 of 1919.)

*Position.*—At a distance of about 28 miles north-westward of Greig shoals.

Lat.  $0^{\circ} 35' 30''$  S., long.  $108^{\circ} 12' 00''$  E.

*Depth.*— $3\frac{1}{2}$  fathoms.

*Note.*—The shoal is to be marked on the chart with the note "*Repd. (1919).*"

*Remarks.*—This shoal is already shown on charts Nos. 941a, 2660a, 1263 and 748b.

*Chart affected.*—No. 2160, Carimata strait.

*Authority.*—Commander-in-Chief, China Station. (H. 2058-20.)

## AUSTRALIA—EAST COAST.

*Kiama Light—Intended alteration in Characteristics.*

*No. 132 (first publication).*—

*Subject.*—The Fixed Green Light at Kiama will be replaced by a Group Flashing White Light (U), on about 15th July 1920.

*Position.*—On hill above Blow-hole rock  
Lat.  $34^{\circ} 40'$  S., long.  $150^{\circ} 53'$  E. on Chart No. 1020.

*Details.*—The Fixed Green Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—15 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1020, Beecroft Head to Port Jackson with Plan of Kiama Harbour.

„ 1211, Gabo Island to Port Jackson.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2519.

Australia Pilot, Vol. II, 1918, page 477.

*Authority.*—Melbourne Notice No. 7 of 1920.

#### INDIA, WEST COAST—DELTA OF THE INDUS.

##### *Hajamro Mouth—Beacon Re-erected.*

*No. 133 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 60M. of 1920), are republished:—

*Former Notice.*—Bombay Castle No. M-148 of 1917. (*This office No. 191 of 1917.*)

*Position.*—At a distance of about 4 cables  $22^{\circ}$  (N.  $20^{\circ}$  E. Mag.) from the former position.

*Position.*—Lat.  $24^{\circ} 07' 52''$  N.

Long.  $67^{\circ} 20' 08''$  E.

*Details.*—The beacon on the right bank of the river has been re-erected in the above mentioned position.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 41, Cape Monze to Kediwari mouth.

„ 39, Coast of Sind and Kutch.

„ 826, Karachi to Vengurla.

*Authority.*—The Commissioner in Sind (Marine Department), Karachi, dated April 1920.

#### PERSIAN GULF.

##### *Shatt-al-Arab—Tidal Constants.*

*No. 134 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 64M. of 1920), are republished:—

*Former Notice.*—No. 84M. of 1919 (*This office No. 13 of 1920*) cancelled.

*Details.*—Information, with regard to Tidal Constants, notified respectively in R. I. M. Notice to Mariners quoted above and in the Admiralty Notice No. 326 of 1920, is hereby cancelled.



*Publication.*—Persian Gulf Pilot, 1915, page 283, Supplement No. 4, 1919.

*Authority.*—The Director, Royal Indian Marine, Bombay.

### INDIA, WEST.

#### TRAVANCORE COAST.

*Entrance to Quilon Road Stead—Buoys removed for the S. W. Monsoon.*

*No. 135 (first publication).*—The Principal Port Officer, Alleppey, has given Notice, dated the 19th April 1920, that the buoys marking the entrance to the Quilon Road stead will be removed on the 15th May 1920 for the ensuing monsoon and will be replaced on or about the 15th September 1920.

### INDIA, WEST.

#### TRAVANCORE COAST, KOLACHEL.

*Patna rock, Red buoy—Removed for the S. W. Monsoon.*

*No. 136 (first publication).*—The Principal Port Officer, Alleppey, has given Notice, dated the 19th April 1920, that the Patna rock, red buoy, will be removed on the 15th May 1920 for the ensuing monsoon and will be replaced on or about the 15th September 1920.

*The 1st May 1920.*

### CHINA, SOUTH-EAST COAST.

*Hongkong Harbour—Alterations in Moorings.*

*No. 121 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 467 of 1920), are re-published :—

*Position.*—Royal Naval Yard, lat.  $22^{\circ} 17' N.$ , long.  $114^{\circ} 10' E.$

*Details.*—Recent alterations in moorings off the Royal Naval Yard and off the Royal Naval Depot, Kaulung, are shown on the accompanying reproduction of a portion of chart No. 1459.

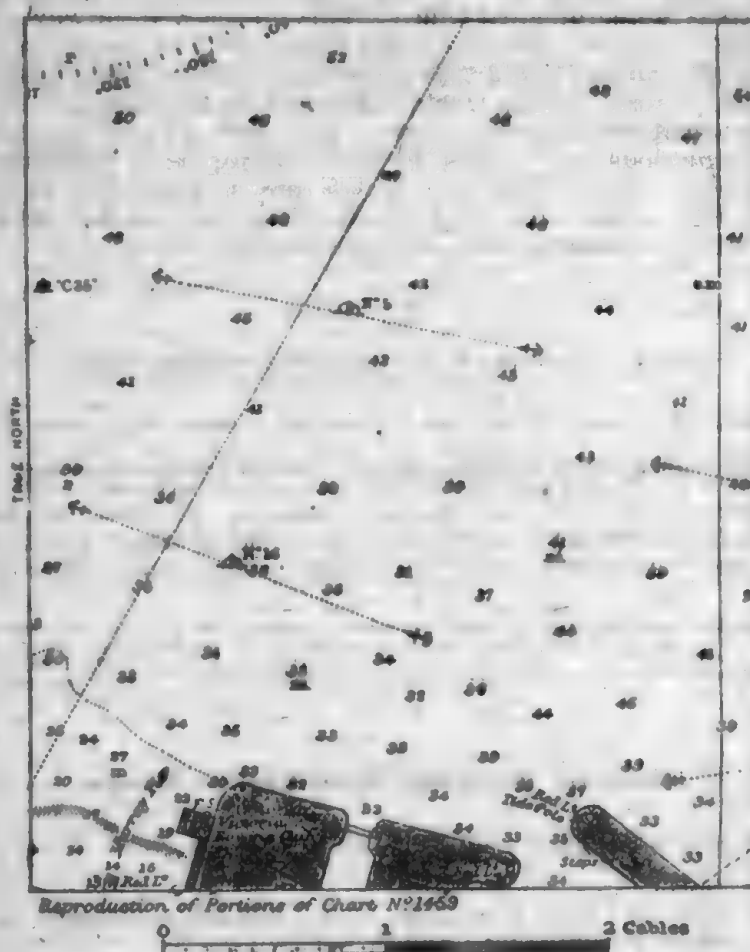
*Charts affected.*—No. 1459, Hongkong Harbour.

„ 3279, Hongkong waters—east.

„ 3280, Hongkong waters—west.

„ 1466, Hongkong.

*Authority.*—King's Harbour Master, Hongkong, Hyd. Note No. 6 of 1919. (H. 364-20.)



## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

### General Remarks.

No. 122 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 478 of 1920), are republished:—

Former Notice—No. 8 of 1920; hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

#### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

## SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless station. (1.)	Call letters. (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS	...	600
Awanui Radio ...	VLA	} No details ...	No details
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Is. ...	VLC		
Macquarie Is. Radio ...	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ...	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ...	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ...	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ...	KAV	1200,* 2200	1650
<b>GREAT BRITAIN :</b>			
Pöldhu ...	MPD	0930, 2130	2700
Cleethorpes ...	BYB	0500, 1700	3000
" " "Northern" ...	BYB	0000 "	3000
" " "Scandinavia" ...	BYB	1300	3000
<b>HAWAIIAN IS.</b>			
Pearl Harbour ...	NPM	{ 0230, 0630 } { 1830, 2230 }	? 600
<b>HOLLAND :</b>			
Scheveningen ...	PCH	1115, 2315	1800
<b>INDIA :</b>			
Calcutta Radio ...	VWC	0730*, 1910	2000
Karachi Radio ...	VWK	} 0730, 1910 {	2000
Rangoon Radio ...	VTR		1200
Bombay Radio ...	VMB	} 0740, 1920 {	2000
Madras Radio ...	VWM		2000
Port Blair ...	VTP		1200
<b>JAPAN :</b>			
Choshi ...	JCS	1200*	600
Dairenwan ...	JDA	1200	600
Fukukaku ...	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ...	BYZ	2100	2700

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless station. (1.)	Call letters. (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>MEXICO:</b>			
Campeche ...	XAB	1837°	600
Guayamas ...	XAH		
Mazatlan de Sinaloa ...	XAE		
Payo Obispo ...	XAC		
Vera Cruz ...	XAA		
<b>SAMOA:</b>			
Tutuila ...	NPU	{ 0330, 0730 1930, 2330 }	600
<b>SOUTH AFRICA:</b>			
Capetown Radio ...	MNC	1115	600
Durban Radio ...	VND	1115	600
<b>SPAIN:</b>			
Madrid ...	EGC	1330	2000
<b>UNITED STATES:</b>			
Washington (Arlington) ...	NAA	0300° & 1700°	2500
Annapolis ...	NBR	0130, 1330	1700
Key West ...	NAR	0300°	1500
S. Francisco ...	NPH	0600°	600 & 950
North Head ...	NPE	0600	600 & 950
S. Diego ...	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 854-20.)

#### BORNEO, SOUTH COAST—BARITO RIVER APPROACH.

##### *Barito Light-Vessel replaced by new Light-Vessel.*

*No. 123 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 481 of 1920), are republished:—

*Former Notice.*—No. 139 of 1920. (This office No. 60 of 1920), hereby cancelled.

*Position.*—At a distance of about 5½ miles southward from Tanjong Burung.

Lat. 3° 39' S., long. 114° 30' E.

*Details.*—Barito light-vessel, which had been damaged and sunk, has been replaced by a new light-vessel with similar characteristics, i.e., the light-vessel exhibits an *occulting white light every twenty-five seconds*, thus:

Light,	eclipse,
15 secs.	10 secs.

The light-boat with fixed white light, temporarily marking the position, has been withdrawn.

*Note.*—Vessels must pass to the westward of the above light-vessel.

*Charts which were temply. affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur  
.. 941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1920, No. 1076.

Eastern Archipelago Pilot, Part II., 1913, Page 333;  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 73 of 1920. (H. 725/20.)

## MADAGASCAR, WEST COAST.

*Morondava Approach—Shoal reported.*

*No. 124 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 490 of 1920), are republished :—

*Position (approximate).*—At a distance of about 15 miles westward from the entrance to the River Morondava.  
Lat.  $20^{\circ} 17' 00''$  S., long.  $44^{\circ} 01' 00''$  E.

*Description.*—A shoal upon which the sea was breaking was observed in approximately the position given above. The depth was not ascertained.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "*Shoal repd. (1920) (Posn. approx.)*"

*Charts affected.*—No. 7597, Cape St. Andrew to Bevato island.

„ 597, Delagea bay to Cape Guardafui.

*Publication.*—South Indian Ocean Pilot, 1911, page 433.

*Authority.*—Journal Official of Madagascar. (H. 1754-20.)

## SOUTH AFRICA.

*East London Harbour—Information with regard to North Pier and Light.*

*No. 125 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 494 of 1920), are republished :—

*Position.*—North pier, lat.  $33^{\circ} 01\frac{1}{2}'$  S., long.  $27^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The north pier at Buffalo river entrance is being demolished, and a green light is exhibited to mark the position of the outer end of the pier; this light is moved as the work progresses. The fixed green light hitherto marking the outer end of the north pier as charted has been removed and is to be expunged from the charts, and the following note substituted on chart No. 1843 :—"*Pier being removed; works marked by Gn. Lt.*"

*Note.*—A further Notice will be issued when the removal of the north pier has been completed.

*Charts affected.*—No. 1843, East London harbour.

„ 2086, Waterloo bay to Bashee river.

*Publications.*—List of Lights, Part VI., 1920, No. 36.

Africa Pilot, Part III., 1915, page 143.

*Authority.*—Johannesburg Notice No. 55 of 1920. (H. 1702-20.)

## JAPAN, INLAND SEA—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

*He Saki—Wreck south-eastward of.*

*No. 126 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 495 of 1920), are republished :—

*Position.*—At a distance of 17 cables,  $141^{\circ}$  (S.  $34^{\circ}$  E. Mag.), from He saki lighthouse.

Lat.  $33^{\circ} 56\frac{1}{2}'$  N., long.  $131^{\circ} 02\frac{1}{2}'$  E.



*Description.*—Sunken wreck with two masts showing above water.

*Variation.*—5° W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 358, Western coasts of Kiusiu and Honshu.

*Authority.*—Tokyo Notice No. 424 of 1919. (*H.* 1652-20.)

#### JAPAN—INLAND SEA, BINGO NADA.

*Mutsu Sima*—Wreck south-westward of.

*No. 127 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 496 of 1920), are republished :—

*Position.*—At a distance of 3  $\frac{9}{16}$  miles, 226° (*S.* 51° *W.* *Mag.*), from Mutsu sima (609 ft.) summit.

Lat. 34° 15' N., long. 133° 28' E.

*Description.*—Sunken wreck of the two-masted schooner *Tensha Muru*, with one mast showing above water.

*Variation.*—5° W.

*Chart affected.*—No. 2875, Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 410 of 1919. (*H.* 1647-20.)

#### INDIA—WEST COAST.

*Correct Position of Submarine Cable buoys laid.*

*No. 128 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 52M. of 1920) are republished :—

*Former Notice.*—No. 37-M. of 1920. (*This office No. 111 of 1920.*)

*Details.*—In continuation of Notice No. 37-M. of 1920 (Calcutta No. 111 of 1920) the correct position of the cable buoys laid now are :—

Lat. 18° 07' N.

Long. 71° 40' E.

*Authority.*—The Eastern Telegraph Company, Limited, Bombay, dated 10th April 1920.

*The 20th April 1920.*

#### ARABIAN SEA—ARABIA.

*Ras-al-Khabba*—Existence of wreck southward of—

*No. 118 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 46M. of 1920), are republished :—

*Position.*—Lat. 22° 14' N.

Long. 59° 48' E.

*Description.*—A wrecked steamship *Charles Tellier* stranded in July 1919, close in shore southward of Ras-al-Khabba.

*Charts temporarily affected.*—No. 10c Mascat to Ras Sakra.

„ 1012, Arabian Sea.

*Authority.*—The Director of the Royal Indian Marine, Bombay.

## GULF OF ADEN—BRITISH SOMALILAND.

*Zeila Roadstead—Information with regard to Buoyage.*

*No. 119 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1920), are republished :—

*Former Notice.*—No. 58-M. of 1919. (*This Office No. 269 of 1919.*)

(1) *Sea Gull Shoal Buoy* :—

*Position.*—At south-east end of shoal at a distance of about 9 $\frac{1}{10}$  miles 82° (N. 85° E. Mag.) from Zeila pier light :—

Lat. 11° 23' N.

Long. 43° 38 $\frac{1}{2}$ ' E.

*Alteration.*—This buoy which was laid in 1914 is now reported to be a red conical buoy without top mark.

*Remarks.*—As the recent observations have revealed this buoy to be in the correct position the note "position approximate" placed against this buoy on Chart No. 919 is to be expunged.

(2) *Shab Filfil Shoal Buoy*—Alteration in position of—

*Amended Position.*—At a distance of about 4 $\frac{1}{2}$  cables 195° (S. 18° W. Mag.) from the charted position and at a distance of about 7 miles and 3 $\frac{1}{2}$  cables 120° (S. 57° E. Mag.) from the white beacon at the northern end of Aibat Island :—

Lat. 11° 27 $\frac{1}{2}$ ' N.

Long. 43° 35' E.

*Description.*—The black conical buoy surmounted by a staff and white drum, now lies in 6 fathoms L. W. O. S. one cable clear of the north-west extremity of the shoal.

*Remarks.*—The buoy is in a dilapidated state; the above water-part of it is very much corroded and there are several holes about two feet above the water line.

(3) *Channel Reef Buoy* :—

*Details.*—The Can Buoy painted in black and white vertical stripes, marking the seaward end of channel reef has disappeared.

(4) *Aibat Island Reef Buoy* :—

*Details.*—The Black Conical Buoy, marking the eastern extremity of the shoal extending from Aibat Island has disappeared.

*Variation.*—3° W.

*Charts affected.*—No. 919, Plan of Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ 6b, Gulf of Aden western portion.

„ 8e Red Sea, sheet V.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 436-437. Revised Supplement (3) 1917, page 59.

*Authority.*—The Commanding Officer, H. M. S. *Clio*, dated 8th March 1920.

## INDIA—WEST COAST.

*Derelict Reported.*

*No. 120 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 51 M. of 1920), are republished :—

*Details.*—The Master of SS. “Clan Macbrayne” reports having passed a spar floating vertically and projecting 5 or 6 feet above water approximately in the following position.

*Position.*—Lat. 18° 25' N.

Long. 69° 50' E.

*Charts temporarily affected.*—No. 2736, Gulf of Kutch to Viziadrug.

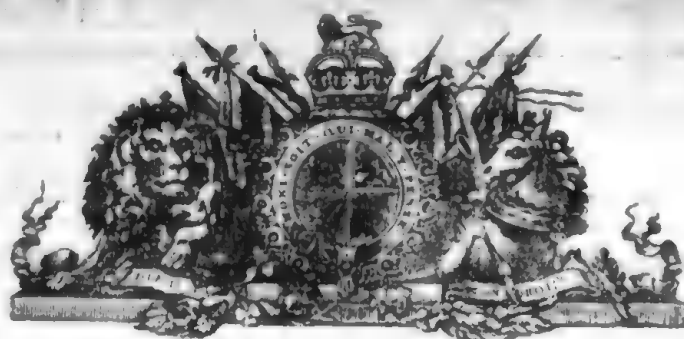
„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Authority.*—The Director, Royal Indian Marine, Bombay.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, MAY 26, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 17th May 1920.

#### AUSTRALIA—VICTORIA:

*Port Phillip—Alterations in Positions of Light Buoys and Buoy.*

*No. 137 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 579 of 1920), are republished:—

(1) Light-buoy at western entrance to South channel:

*New position.*—At a distance of about half a cable north eastward from former position, and 10½ cables 13° from the flashing green light on the elbow of Portsea pier.

Lat. 38° 18½' S., long. 144° 43' E.

*Description.*—Black conical light-buoy with *flashing red* light.

(2) West channel:

(a) No. 12 light-buoy:

*New position.*—At a distance of about 1½ cables north-eastward from former position, and 16½ cables 102° from the white beacon about 1½ miles southward from South Red bluff.

Lat. 38° 13' S., long. 144° 44½' E.

*Description.*—Red conical light-buoy "No. 12" with *flashing red* light.

(b) No. 5 buoy:

*New position.*—At a distance of about 2 cables northward from former position, and 12½ cables 122° from the beacon mentioned in (a) above.

Lat. 38° 13½' S., long. 144° 43½' E.

*Description.*—Black can buoy "No. 5."

*Charts affected.*—No. 309, Port Phillip—west channel.  
 „ 2747, Entrance to Port Phillip.  
 „ 1171, Port Phillip.

*Publication.*—Australia Pilot. Vol. II, 1918, pages 106, 110; Supplement No. 1, 1919.

*Authority.*—Melbourne Notice No. 8 of 1919. (H. 1336-20.)

#### AUSTRALIA, SOUTH COAST—PORT PHILLIP.

(1) *Snapper Point Light*—Correction to Charts.

(2) *Point Lonsdale light*—Correction to Charts.

*No. 138 (first publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 592 of 1920), are republished:—

##### (1) *Snapper Point Light.*

*Position.*—Lat.  $38^{\circ} 13' S.$ , long.  $145^{\circ} 02' E.$

*New abridged description.*—Lt. Fl., 35 ft., vis. 10 m.

*Correction.*—This flashing white light is incorrectly described on some copies of the charts. The light is as given in the Admiralty List of Lights, 1920, and the charts affected are to be corrected accordingly.

*Remarks.*—This light is to be expunged from chart No. 2759b.

##### (2) *Point Lonsdale Light.*

*Position.*—Lat.  $38^{\circ} 17\frac{1}{2}' S.$ , long.  $144^{\circ} 37' E.$

*Correction.*—The sectors of this light are incorrectly marked on some copies of the charts with the note “White (or red) occulting light.” The light is a *group flashing* light with *white* and *red* sectors, and the word “occulting” is to be expunged.

*Charts affected.*—No. 1171, Port Phillip (1).  
 „ 3169, Port Phillip to Gabo Island.  
 „ 1695b, Bass Strait—western sheet.  
 „ 2759b, Australia—southern portion (1).

*Publication.*—List of Lights, Part VI., 1920, Nos. 2418, 2455.

*Authority.*—Hydrographic Department. (H. 1423-20.)

#### GULF OF ADEN—ZEILA ROADSTEAD AND APPROACHES.

##### *Caution with regard to Depths.*

*No. 139 (first publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1920), are republished:—

*Former Notice.*—No. 238 of 1920. (This office No. 87 of 1920.)

*Position.*—Zeila consulate, lat.  $11^{\circ} 21' N.$ , long.  $43^{\circ} 28\frac{1}{2}' E.$

*Caution.*—Less water than shown on the chart is reported to exist in the approach to Zeila.

*Note.*—The following cautionary note is to be placed on the charts:—

##### “CAUTION.”

“Depths in the approach to Zeila are reported to be considerably less than charted 1920.”

*Charts affected.*—No. 919, Plan of Zeila roadstead.

„ 253, Jebel Jau to Shab Kulangarit.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 435 to 440.

*Authority.*—Secretary to the Administration, British Somaliland.  
 (H. 8623-19.)

SOUTH-WEST PACIFIC—UTUPUA ISLAND.

*Basilisk Harbour—Shoal reported.*

*No. 140 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 612 of 1920), are republished:—

*Position (approximate).*—In the centre of the narrow channel leading into Byron bay, and at a distance of about one cable, 180°, from the extremity of the coral reef extending southward from Mourilyan point.  
Lat. 11° 19' S., long. 166° 31½' E.

*Description.*—A coral shoal, almost awash.

*Remarks.*—The extent of the shoal is not stated, but the channel to the southward of it is reported to be the more suitable for navigation.

*Note.*—This shoal, the position of which is doubtful, is to be marked on the charts with the note "P.D."

*Charts affected.*—No. 986, Plan of Basilisk harbour.  
„ 17, Santa Cruz islands.

*Publication.*—Pacific Islands Pilot, Vol. II., 1918, page 325.

*Authority.*—Captain Burgess, Master of the S. Y. *Southern Cross*.  
(H. 175-20.)

TASMANIA, SOUTH COAST.

*Derwent Light ("Iron Pot")—Intended alteration in Characteristics.*

*No. 141 (first publication).*—

*Subject.*—The Fixed White Light on Iron Pot Island, Derwent River entrance will be replaced by a Group Flashing White Light (U), on or about 31st July, 1920.

*Position.*—Lat. 43° 04' S., long. 147° 26' E. on Chart No. 960.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light showing three flashes in quick succession every nine seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
½ sec	1 sec	½ sec	1 sec	½ sec	6 secs

*Visibility.*—11 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched.  
The Lightkeepers will be withdrawn.  
The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 960, Approaches to Hobart.  
„ 1079, Tasmania.  
„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919, No. 2830.

Australia Pilot, Vol. II, 1918, page 370.

*Authority.*—Melbourne Notice No. 8 of 1920.



*The 16th May 1920.*

#### NEW GUINEA—NORTH-EAST COAST.

*Umboi (Rooke Island)—Shoal reported north-westward of.*

*No. 129 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 540 of 1920), are republished:—

*Position (approximate).—*At a distance of 5 miles,  $306^{\circ}$  (*N.  $59^{\circ}$  W Mag.*), from Cape King.

Lat.  $5^{\circ} 26'$  S., long.  $147^{\circ} 44'$  E.

*Depth.—*Not stated.

*Note.—*The shoal is to be indicated on the charts by the symbol for a rock with a depth of less than six feet and marked "P.A."

*Variation.—* $5^{\circ}$  E.

*Charts affected.—*No. 2766, North-east coast of New Guinea.

" 2759a, Australia—northern portion.

" 780, Pacific ocean—south-west sheet.

*Publication.—*Pacific Islands Pilot, Vol. I., 1908, page 205.

*Authority.—*H.M.S. *Una*, Remark Book. (*H. 5388-19.*)

#### CHINA SEA—GULF OF SIAM, BANGKOK RIVER ENTRANCE.

*Regent Light—Temporary Alteration in Character.*

*No. 130 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1920), are republished:—

*Position (approximate).—*On Bangkok river bar, lat.  $13^{\circ} 28'$  N., long.  $100^{\circ} 34'$  E.

*Alteration.—*The character of the light has been temporarily altered from occulting white to *fixed white*, owing to repairs to the machinery which are in process.

*Note.—*Further Notice will be given when the normal character of the light has been resumed.

*Charts temporarily affected.—*No. 999, Menam Chau fya or Bangkok river.

" 2720, Koh Ta kut to Cape Liant.

" 2414, Gulf of Siam.

*Publications.—*List of Lights, Part VI, 1920, No. 1357.

China Sea Pilot, Vol. III, 1912, page 171.

*Authority.—*Commander-in-Chief, China Station, Notice No. 4 of 1920. (*H. 2083-20.*)

#### BORNEO—WEST COAST.

*Greig Shoals—Shoal north-westward of, to be inserted on Chart No. 2160.*

*No. 131 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1920), are republished:—

*Former Notice.—*No. 1622 of 1919. (*This office No. 317 of 1919.*)

*Position.—*At a distance of about 28 miles north-westward of Greig shoals.

Lat.  $0^{\circ} 35' 30''$  S., long.  $108^{\circ} 12' 00''$  E.

*Depth.—* $3\frac{1}{2}$  fathoms.

*Note.*—The shoal is to be marked on the chart with the note "*Repd. (1919).*"

*Remarks.*—This shoal is already shown on charts Nos. 941a, 2660a, 1263 and 748b.

*Chart affected.*—No. 2160, Carimata strait.

*Authority.*—Commander-in-Chief, China Station. (*H. 2058-20.*)

#### AUSTRALIA—EAST COAST.

##### *Kiama Light—Intended alteration in Characteristics.*

*No. 132 (second publication.)—*

*Subject.*—The Fixed Green Light at Kiama will be replaced by a Group Flashing White Light (U), on about 15th July 1920.

*Position.*—On hill above Blow-hole rock

Lat  $34^{\circ} 40'$  S., long.  $150^{\circ} 53'$  E. on Chart No. 1020.

*Details.*—The Fixed Green Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—15 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1020, Beecroft Head to Port Jackson with Plan of Kiama Harbour.

„ 1211, Gabo Island to Port Jackson.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2519.

Australia Pilot, Vol. II, 1918, page 477.

*Authority.*—Melbourne Notice No. 7 of 1920.

#### INDIA, WEST COAST—DELTA OF THE INDUS.

##### *Hajamro Mouth—Beacon Re-erected.*

*No. 133 (second publication.)*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 60M. of 1920), are republished:—

*Former Notice.*—Bombay Castle No. M-148 of 1917. (*This office No. 191 of 1917.*)

*Position.*—At a distance of about 4 cables  $22^{\circ}$  (N.  $20^{\circ}$  E. Mag.) from the former position.

*Position.*—Lat.  $24^{\circ} 07' 52''$  N.

Long.  $67^{\circ} 20' 08''$  E.

*Details.*—The beacon on the right bank of the river has been re-erected in the above mentioned position.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 41, Cape Monze to Kediwari mouth.

„ 39, Coast of Sind and Kutch.

„ 826, Karachi to Vengurla.

*Authority.*—The Commissioner in Sind (Marine Department), Karachi, dated April 1920.

## PERSIAN GULF.

*Shatt-al-Arab—Tidal Constants.*

*No. 134 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 64M. of 1920), are republished :—

*Former Notice.*—No. 84M. of 1919 (*This office No. 13 of 1920*) cancelled.

*Details.*—Information, with regard to Tidal Constants, notified respectively in R. I. M. Notice to Mariners quoted above and in the Admiralty Notice No. 326 of 1920, is hereby cancelled.

*Publication.*—Persian Gulf Pilot, 1915, page 283, Supplement No. 4, 1919.

*Authority.*—The Director, Royal Indian Marine, Bombay.

## INDIA, WEST.

## TRAVANCORE COAST.

*Entrance to Quilon Road Stead—Buoys removed for the S. W. Monsoon.*

*No. 135 (second publication).*—The Principal Port Officer, Alleppey, has given Notice, dated the 19th April 1920, that the buoys marking the entrance to the Quilon Road stead will be removed on the 15th May 1920 for the ensuing monsoon and will be replaced on or about the 15th September 1920.

## INDIA, WEST.

## TRAVANCORE COAST, KOLACHEL.

*Patna rock, Red buoy—Removed for the S. W. Monsoon.*

*No. 136 (second publication).*—The Principal Port Officer, Alleppey, has given Notice, dated the 19th April 1920, that the Patna rock, red buoy, will be removed on the 15th May 1920 for the ensuing monsoon and will be replaced on or about the 15th September 1920.

*The 1st May 1920.*

## CHINA, SOUTH-EAST COAST.

*Hongkong Harbour—Alterations in Moorings.*

*No. 121 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 467 of 1920), are republished :—

*Position.*—Royal Naval Yard, lat. 22° 17' N., long. 114° 10' E.

*Details.*—Recent alterations in moorings off the Royal Naval Yard and off the Royal Naval Depot, Kaulung, are shown on the accompanying reproduction of a portion of chart No. 1459.

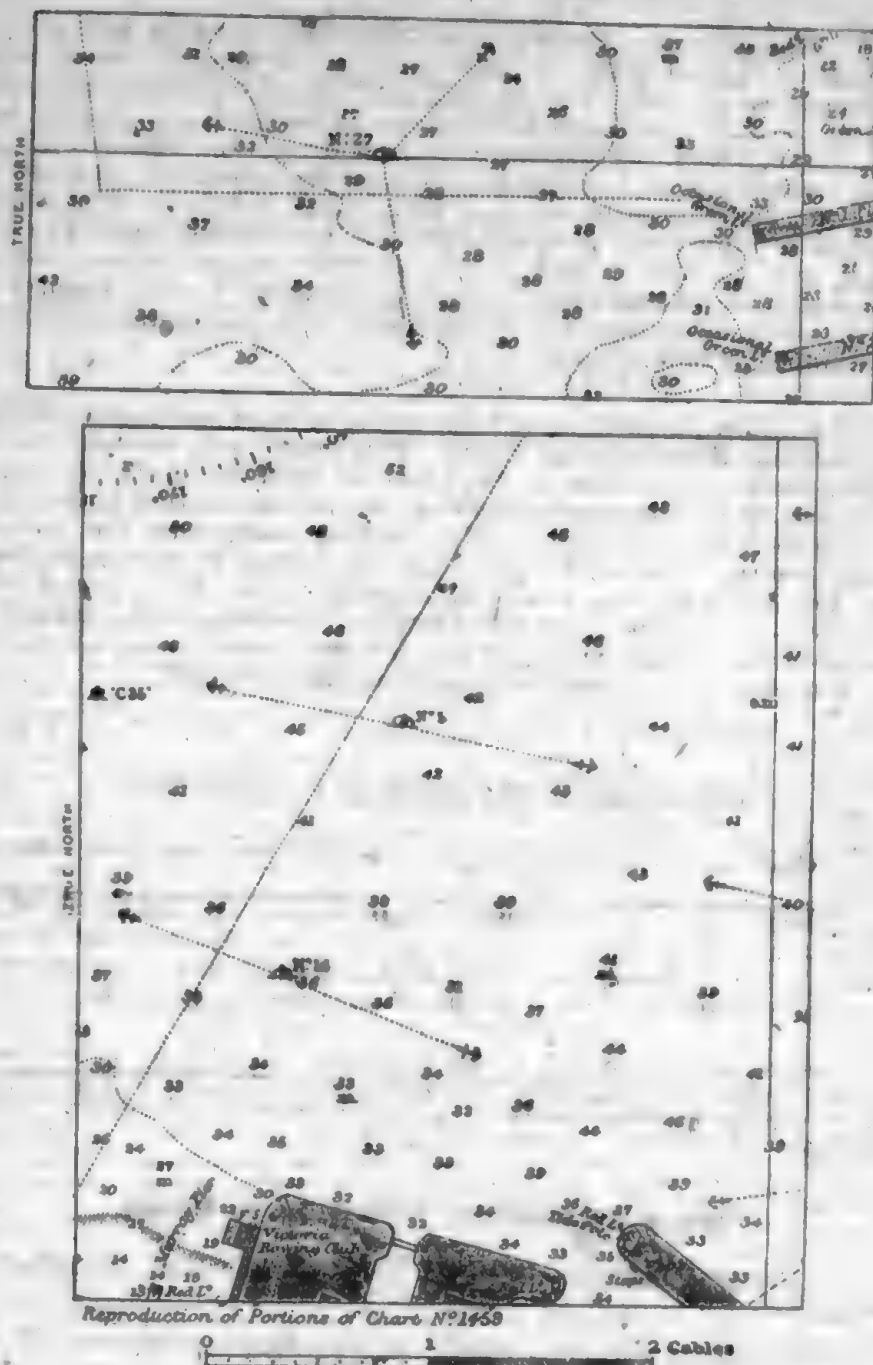
*Charts affected.*—No. 1459, Hongkong Harbour.

„ 3279, Hongkong waters—east.

„ 3280, Hongkong waters—west.

„ 1466, Hongkong.

*Authority.*—King's Harbour Master, Hongkong, Hyd. Note No. 6 of 1919. (*H. 364-20.*)



WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS  
AT SEA.

*General Remarks.*

*No. 122 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 478 of 1920), are republished :—

*Former Notice—No. 8 of 1920; hereby cancelled.*

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

#### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GOK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### Issue of Weather Bulletins to Ships.

6. A wireless weather bulletin may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless station. (1.)	Call letters. (2.)	Time (G. M. T.) (3.)	Wave (Metres) (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio .. ...	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ... ..	VIS	...	600
Awanui Radio ... ..	VLA	} No details ...	No details
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Is. ... ..	VLC		
Macquarie Is. Radio ... ..	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ... ..	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ... ..	KAV	1200,* 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu ... ..	MPD	0930, 2130	2700
Cleethorpes ... ..	BYB	0500, 1700	3000
" " "Northern" ... ..	BYB	0000	3000
" " "Scandinavia" ... ..	BYB	1300	3000
<b>HAWAIIAN IS.</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } 1830, 2230	? 600
<b>HOLLAND :</b>			
Scheveningen ... ..	PCH	1115, 2315	1800
<b>INDIA :</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200
<b>JAPAN :</b>			
Choshi ... ..	JCS	1200*	600
Dairenwan ... ..	JDA	1200	600
Fukkukaku ... ..	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ... ..	BYZ	2100	2700

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.



Wireless station. (1.)	Call letters. (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>MEXICO :</b>			
Campeche ... ..	XAB	1837°	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
<b>SAMOA :</b>			
Tutuila ... ..	NPU	{ 0330, 0730 1930, 2330 }	600
<b>SOUTH AFRICA :</b>			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
<b>SPAIN :</b>			
Madrid ... ..	EGC	1330	2000
<b>UNITED STATES :</b>			
Washington (Arlington) ... ..	NAA	0300° & 1700°	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300°	1500
S. Francisco ... ..	NPH	0600°	600 & 950
North Head ... ..	NPE	0600	600 & 950
S. Diego ... ..	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 854-20.)

#### BORNEO, SOUTH COAST—BARITO RIVER APPROACH.

##### *Barito Light-Vessel replaced by new Light-Vessel.*

*No. 123 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 481 of 1920), are republished :—

*Former Notice.*—No. 139 of 1920. (This office No. 60 of 1920), hereby cancelled.

*Position.*—At a distance of about 5½ miles southward from Tanjong Burung.

Lat. 3° 39' S., long. 114° 30' E.

- Details.*—Barito light-vessel, which had been damaged and sunk, has been replaced by a new light-vessel with similar characteristics, i.e., the light-vessel exhibits an *occulting white light every twenty-five seconds*, thus :

Light.	eclipse.
15 secs.	10 secs.

The light-boat with fixed white light, temporarily marking the position, has been withdrawn.

*Note.*—Vessels must pass to the westward of the above light-vessel.

*Charts which were temply. affected.*—No. 3029, Tanjong Selatan to Tanjong Malatayur  
941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1920, No. 1076.  
Eastern Archipelago Pilot, Part II, 1913, Page 333.  
Revised Supplement (2), 1918.

*Authority.*—Hague Notice No. 73 of 1920. (H. 725/20.)

## MADAGASCAR, WEST COAST.

*Morondava Approach—Shoal reported.*

No. 124 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 490 of 1920), are republished :—

*Position (approximate).*—At a distance of about 15 miles westward from the entrance to the River Morondava.

Lat.  $20^{\circ} 17' 00''$  S., long.  $44^{\circ} 01' 00''$  E.

*Description.*—A shoal upon which the sea was breaking was observed in approximately the position given above. The depth was not ascertained.

*Note.*—The above position is to be encircled by a danger line on the charts and marked with the note "*Shoal repd. (1920) (Posn. approx.)*"

*Charts affected.*—No. 759a, Cape St. Andrew to Bevafo island.

„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—South Indian Ocean Pilot, 1911, page 433.

*Authority.*—Journal Official of Madagascar. (H. 1754-20.)

## SOUTH AFRICA.

*East London Harbour—Information with regard to North Pier and Light.*

No. 125 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 494 of 1920), are republished :—

*Position.*—North pier, lat.  $33^{\circ} 01\frac{1}{2}'$  S., long.  $27^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The north pier at Buffalo river entrance is being demolished, and a green light is exhibited to mark the position of the outer end of the pier; this light is moved as the work progresses. The fixed green light hitherto marking the outer end of the north pier as charted has been removed and is to be expunged from the charts, and the following note substituted on chart No. 1843 :—"*Pier being removed; works marked by Gn. Lt.*"

*Note.*—A further Notice will be issued when the removal of the north pier has been completed.

*Charts affected.*—No. 1843, East London harbour.

„ 2086, Waterloo bay to Bashee river.

*Publications.*—List of Lights, Part VI., 1920, No. 36.

Africa Pilot, Part III., 1915, page 143.

*Authority.*—Johannesburg Notice No. 55 of 1920. (H. 1702-20.)

## JAPAN, INLAND SEA—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

*He Saki—Wreck south-eastward of.*

No. 126 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 495 of 1920), are republished :—

*Position.*—At a distance of 17 cables,  $141^{\circ}$  (S.  $34^{\circ}$  E. Mag.), from He saki lighthouse.

Lat.  $33^{\circ} 56\frac{1}{2}'$  N., long.  $131^{\circ} 02\frac{1}{2}'$  E.

*Description.*—Sunken wreck with two masts showing above water.

*Variation.*—5° W.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 358, Western coasts of Kiusiu and Honshu.

*Authority.*—Tokyo Notice No. 424 of 1919. (H. 1652-20.)

#### JAPAN—INLAND SEA, BINGO NADA.

*Mutsu Sima*—Wreck south-westward of.

*No. 127 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 496 of 1920), are republished:—

*Position.*—At a distance of 3 $\frac{1}{2}$  miles, 226° (S. 51° W. Mag.), from Mutsu sima (609 ft.) summit.

Lat. 34° 15' N., long. 133° 28' E.

*Description.*—Sunken wreck of the two-masted schooner *Tensha Maru*, with one mast showing above water.

*Variation.*—5° W.

*Chart affected.*—No. 2875, Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 410 of 1919. (H. 1647-20.)

#### INDIA—WEST COAST.

*Correct Position of Submarine Cable buoys laid.*

*No. 128 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 52M. of 1920) are republished:—

*Former Notice.*—No. 37-M. of 1920. (This office No. 111 of 1920.)

*Details.*—In continuation of Notice No. 37-M. of 1920 (Calcutta No. 111 of 1920) the correct position of the cable buoys laid now are:—

Lat. 18° 07' N.

Long. 71° 40' E.

*Authority.*—The Eastern Telegraph Company, Limited, Bombay, dated 10th April 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, JUNE 2, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 25th May 1920.

#### SIAM.

##### *Alteration in Standard Time.*

No. 142 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 637 of 1920), are republished:—

The meridian of long.  $105^{\circ}$  E. has been adopted as the Standard meridian for the Kingdom of Siam; the Standard time in consequence is 7h. 00m. 00s. fast on Greenwich.

*Publications.*—List of Lights and Time Signals (All Parts), Uniform Time System.

China Sea Pilot, Vol. III., 1912, page 8.

*Authority.*—The Siamese Legation, London. (*H.* 2218-20.)

#### AUSTRALIA—VICTORIA.

(1) *Melbourne—Information with regard to Lights.*

(2) *Port Fairy, Griffith island light—Amended period.*

No. 143 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 656 of 1920), are republished:—

##### (1) **Melbourne.**

a) Lights established on new pier:

*Position.*—At outer corners of New pier situated westward of the Railway pier.

Lat.  $37^{\circ} 50\frac{1}{2}'$  S., long.  $144^{\circ} 55\frac{1}{2}'$  E.

*Abridged description.*—Lt. F. (in each case).

*Description.*—Two fixed white lights, one at each corner.

(b) Amended position and description of St. Kilda pier light:

*Position.*—On northern extremity of inner elbow and at a distance of 550 feet,  $56^{\circ}$ , from charted position.

Lat.  $37^{\circ} 52' S.$ , long.  $144^{\circ} 58' E.$

*New abridged description.*—Lt. Fl., vis. 3 m.

*Description.*—A flashing white light visible 3 miles and not a fixed red light as hitherto shown on the chart.

(c) Point Ormond jetty light discontinued:

*Position.*—On end of jetty.

Lat.  $37^{\circ} 53' S.$ , long.  $144^{\circ} 58\frac{1}{2}' E.$

*Description.*—A fixed white light.

*Remarks.*—The light is to be expunged from the charts.

(2) Port Fairy, Griffith Island Light.

*Position.*—On eastern end of Griffith island.

Lat.  $38^{\circ} 23\frac{1}{4}' S.$ , long.  $142^{\circ} 15\frac{1}{4}' E.$

*Details.*—The period of this group flashing white light is fifteen seconds and not seven and a half seconds as shown on charts and in Admiralty publications.

*Note.*—The note with reference to the fixed light, formerly shown from a window of the above lighthouse to mark the anchorage, is to be expunged from the plan on chart No. 1062.

*Charts affected.*—No. 624, Hobson bay, River Yarra and Melbourne.

„ 1171, Port Phillip.

„ 1062, Rivoli bay to Cape Otway, with plan.

*Publications.*—List of Lights, Part VI., 1920, Nos. 2395, 2476, 2476a. Australia Pilot, Vol. II, 1918, pages 52, 137, 138, 139; Supplement No. 1, 1919.

*Authority.*—Department of Ports and Harbours, Melbourne. (H 9893-19.)

RED SEA—EASTERN SHORE.

*Kamaran Passage—Further information with regard to buoys.*

*No. 144 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1920), are republished:—

*Former Notices.*—No. 39M. of 1920 (Admiralty No. 348 of 1920). (This office No. 113 of 1920.)

*Details.*—A further report of the correct positions of the two buoys in the southern entrance to Kamaran Harbour and that of replacing the two buoys in the Quarantine Anchorage at the entrance of Kamaran Harbour is as detailed below:—

(1) Correct positions of the buoys laid—

(a) *Position.*—At a distance of about 4 cables  $330^{\circ}$  (N.  $27^{\circ} 20'$  W. Mag.) from the telegraph hut on Ras-el-Bayadh.

*Description.*—A black Can buoy surmounted by a staff and spherical cage, is moored in  $4\frac{1}{2}$  fathoms.

(b) *Position.*—At a distance of about  $11\frac{1}{2}$  cables  $112^{\circ}$  (S.  $65^{\circ} 20'$  E. Mag.) from the Telegraph hut on Ras-el-Yemman.

*Description.*—A red conical buoy surmounted by a staff and drum is moored in  $4\frac{1}{2}$  fathoms.

2) *Buoys in the Quarantine Anchorage now laid—*

(a) *Position.*—At a distance of about 9½ cables 110° (S. 67° 20' E. Mag.) from the Mosque with 3 domes.

*Description.*—A red Can buoy, surmounted by a staff and disk, is moored in 3 fathoms on a shoal patch.

(b) *Position.*—At a distance of about 11½ cables 81° (N. 83° 40' E. Mag.) from the Mosque with 3 domes.

*Description.*—A red Can buoy, surmounted by a staff and trangle, moored in a 3½ fathoms on a shoal patch.

*Variation.*—2° 40' W.

*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909. pages 362, 363, 364.

*Authority.*—The Port Officer, Aden, dated May 1920.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

• *Bombay Floating Light—Replaced in Position.*

*No. 145 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 66M of 1920), are republished :—

*Former Notices.*—No. 17M. of 1920 (Admiralty No. 558 of 1920).  
(This office No. 58 of 1920.)

*Position (approximate).*—Lat. 18° 50' N.  
Long. 72° 44½' E.

*Details.*—On or about the 13th May 1920 the relief Light-vessel will be removed and replaced by the Bombay Floating Light-vessel (Unattended).

*Description.*—Hull painted red, marked on her sides "Bombay Floating Light" in white letters, fitted with tower and ball day mark.

*Characteristics of Light-vessel—*

*Abridged description.*—Lt. Gp. Fl. (3) ev. 24 sec. 32 ft. vis. 12 m. (U).

*Character.*—An automatic white group flashing light every 24 seconds thus :—

Flash	Eclipse	Flash
1 sec.	2 secs.	1 sec.

Eclipse	Flash	Eclipse
2 secs.	1 sec.	17 secs.

*Visibility.*—All round the horizon, 12 miles in clear weather.

*Automatic Submarine Bell.*—Is fitted, the Bell is submerged and will ring continuously at regular intervals, should be heard under water at a distance of 10 miles.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziádrug.

„ 826, Karáchi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—List of Lights, Part VI, 1920, No. 384.

Indian Light List, 38th Issue, 1919, No. 89.

West Coast of India Pilot, 1919, page 215, Revised Supplement (3) 1918.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.



## INDIA—WEST COAST—BOMBAY HARBOUR.

*Prongs Reef Light Buoy—Alteration in period of Light.*

No. 146 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1920), are republished:—

*Former Notice.*—No. 40M. of 1920. (*This office No. 116 of 1920.*)

*Position.*—Lat  $18^{\circ} 52' N.$

Long.  $72^{\circ} 49' 14'' E.$

*Alteration.*—A large Black Can buoy exhibiting a flashing green light every 15 seconds, visible 9 miles, thus:—

Light	Eclipse
5 secs.	10 secs.

*Remarks.*—This buoy is not fitted with an automatic whistle.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 217. Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Thull Shoal Light Buoy—Alteration in period of Light.*

No. 147 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 68M. of 1920), are republished:—

*Former Notice.*—No. 41M. of 1920. (*This office No. 117 of 1920.*)

*Position.*—Lat  $18^{\circ} 48' 22'' N.$

Long.  $72^{\circ} 48' 51'' E.$

*Alteration.*—A conical buoy painted red exhibiting a flashing red light every 8 seconds, visible 6 miles, thus:—

Light	Eclipse.
2 secs	6 secs.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 214.

Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

INDIA, BAY OF BENGAL—HUGLI RIVER APPROACH,  
SANDHEADS.*Intermediate light-vessel—Alteration in characteristics.*

No. 148-I (*first publication*).—

*Subject.*—The fixed white light exhibited from the Intermediate light-vessel at the Sandheads, has been replaced by a triple flashing acetylene gas light. The attended gas light ship "Star" has been placed on the Intermediate Station.

*Position.*—Lat.  $21^{\circ} 13' 36'' N.$ , long.  $88^{\circ} 12' 12'' E.$

*Character.*—Triple flashing white light showing three flashes thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	18 secs.

*Elevation.*—60 feet above the water.

*Visibility.*—10-12 miles.

*Remarks.*—Should this light become extinguished she will exhibit temporarily the former fixed light. By day she will carry no symbol, but in the event of her being off station, she will hoist the signal Q. E. in the International Code.

By night she will also carry a riding light on the forestay 6 feet above the rail as heretofore.

*Charts affected.*—No. 136, Sagor Point to Calcutta.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, No. 607.

Bay of Bengal Pilot, 1910, page 298.

*Authority.*—Port Commissioners, Calcutta, Notices Nos. 120 and 155, dated respectively the 27th April and 19th May 1920.

#### INDIA, BAY OF BENGAL—HUGLI RIVER APPROACH, SANDHEADS.

*Eastern Channel light-vessel*—Temporarily replaced by another light-vessel.

*No. 149-I (first publication).*—

*Subject.*—The light vessel “Meteor” on the Eastern Channel Station has been replaced by the light-vessel “Torch,” as a temporary measure.

*Position.*—Lat.  $20^{\circ} 56\frac{1}{2}'$  N., long.  $88^{\circ} 12'$  E.

*Character.*—Single flashing white light, every 30 seconds, thus:—

Flash.	Eclipse.
5 secs.	25 secs.

*Remarks.*—By day she will carry a black ball at the lantern mast head, the hull is painted red and the name of the station is painted in white letters on her side.

Blue light will be burnt as laid down for the vessel on this station. She will also carry a riding light on the forestay 6 feet above the rail.

*Elevation.*—44 feet above the water.

*Visibility.*—12 miles.

*Charts affected.*—No. 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, No. 606.

Bay of Bengal Pilot, 1910, pages 289, 290.

*Authority.*—Port Commissioners, Calcutta, River Notices Nos. 143 and 165, dated respectively the 12th and 22nd May 1920.

#### ARABIAN SEA.

*Caution.*—SS. "Cordoba" abandoned on fire.

No. 160 (first publication).—

*Subject.*—The Transport "Cordoba" was abandoned on fire in the following position and was setting N by E at one to half mile per hour.

*Position.*—Lat.  $11^{\circ} 42' N.$ , long.  $55^{\circ} 1' E.$

*Remarks.*—Mariners are hereby warned.

*Chart affected.*—No. 1012, Arabian Sea.

*Authority.*—Captain Supdt., R. I. M. Dockyard, Calcutta, letter dated 27th May 1920.

The 17th May 1920.

#### AUSTRALIA—VICTORIA.

Port Phillip—Alterations in Positions of Light Buoys and Buoy.

No. 137 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 579 of 1920), are republished:—

(1) Light-buoy at western entrance to South channel:

*New position.*—At a distance of about half a cable north eastward from former position, and  $10\frac{1}{2}$  cables  $13^{\circ}$  from the flashing green light on the elbow of Portsea pier.

Lat.  $38^{\circ} 18\frac{1}{2}' S.$ , long.  $144^{\circ} 43' E.$

*Description.*—Black conical light-buoy with flashing red light.

(2) West channel:

(a) No. 12 light-buoy:

*New position.*—At a distance of about  $1\frac{1}{2}$  cables north-eastward from former position, and  $16\frac{1}{2}$  cables  $102^{\circ}$  from the white beacon about  $1\frac{1}{2}$  miles southward from South Red bluff.

Lat.  $38^{\circ} 13' S.$ , long.  $144^{\circ} 44\frac{1}{2}' E.$

*Description.*—Red conical light-buoy "No. 12" with flashing red light.

(b) No. 5 buoy:

*New position.*—At a distance of about 2 cables northward from former position, and  $12\frac{1}{8}$  cables  $122^{\circ}$  from the beacon mentioned in (a) above.

Lat.  $38^{\circ} 13\frac{1}{2}' S.$ , long.  $144^{\circ} 43\frac{1}{2}' E.$

*Description.*—Black can buoy "No. 5."

*Charts affected.*—No. 309, Port Phillip—west channel.

" 2747, Entrance to Port Phillip.

" 1171, Port Phillip.

*Publication.*—Australia Pilot, Vol. II., 1918, pages 106, 110; Supplement No. 1, 1919.

*Authority.*—Melbourne Notice No. 8 of 1919. (*H.* 1335-20.)

#### AUSTRALIA, SOUTH COAST—PORT PHILLIP.

(1) *Snapper Point Light—Correction to Charts.*

(2) *Point Lonsdale light—Correction to Charts.*

*No. 138 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 592 of 1920), are republished:—

##### (1) **Snapper Point Light.**

*Position.*—Lat. 38° 13' S., long. 145° 02' E.

*New abridged description.*—Lt. Fl., 35 ft., vis. 10 m.

*Correction.*—This *flashing white* light is incorrectly described on some copies of the charts. The light is as given in the Admiralty List of Lights, 1920, and the charts affected are to be corrected accordingly.

*Remarks.*—This light is to be expunged from chart No. 2759b.

##### (2) **Point Lonsdale Light.**

*Position.*—Lat. 38° 17½' S., long. 144° 37' E.

*Correction.*—The sectors of this light are incorrectly marked on some copies of the charts with the note "White (or red) occulting light." The light is a *group flashing* light with *white* and *red* sectors, and the word "occulting" is to be expunged.

*Charts affected.*—No. 1171, Port Phillip (1).

„ 3169, Port Phillip to Gabo Island.

„ 1695b, Bass Strait—western sheet.

„ 2759b, Australia—southern portion (1).

*Publication.*—List of Lights, Part VI., 1920, Nos. 2418, 2455.

*Authority.*—Hydrographic Department. (*H.* 1423-20.)

#### GULF OF ADEN—ZEILA ROADSTEAD AND APPROACHES.

##### *Caution with regard to Depths.*

*No. 139 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1920), are republished:—

*Former Notice.*—No. 238 of 1920. (*This office No. 87 of 1920.*)

*Position.*—Zeila consulate, lat. 11° 21½' N., long. 43° 28½' E.

*Caution.*—Less water than shown on the chart is reported to exist in the approach to Zeila.

*Note.*—The following cautionary note is to be placed on the charts:—

##### “CAUTION.”

“Depths in the approach to Zeila are reported to be considerably less than charted 1920.”

*Charts affected.*—No. 919, Plan of Zeila roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 435 to 440.

*Authority.*—Secretary to the Administration, British Somaliland.  
(*H.* 8623-19.)

## SOUTH-WEST PACIFIC—UTUPUA ISLAND.

*Basilisk Harbour—Shoal reported.*

*No. 140 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 612 of 1920), are republished:—

*Position (approximate).—*In the centre of the narrow channel leading into Byron bay, and at a distance of about one cable, 180°, from the extremity of the coral reef extending southward from Mourilyan point.  
Lat. 11° 19' S., long. 166° 31½' E.

*Description.—*A coral shoal, almost awash.

*Remarks.—*The extent of the shoal is not stated, but the channel to the southward of it is reported to be the more suitable for navigation.

*Note.—*This shoal, the position of which is doubtful, is to be marked on the charts with the note "P.D."

*Charts affected.—*No. 986, Plan of Basilisk harbour.

„ 17, Santa Cruz islands.

*Publication.—*Pacific Islands Pilot, Vol. II., 1918, page 325.

*Authority.—*Captain Burgess, Master of the S. Y. *Southern Cross*.  
(H 175-20.)

## TASMANIA, SOUTH COAST.

*Derwent Light ("Iron Pot")—Intended alteration in Characteristics.*

*No. 141 (second publication).—*

*Subject.—*The Fixed White Light on Iron Pot Island, Derwent River entrance will be replaced by a Group Flashing White Light (U), on or about 31st July, 1920.

*Position.—*Lat. 43° 04' S., long. 147° 26' E. on Chart No. 960.

*Details.—*The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.—*Group Flashing White Light showing three flashes in quick succession every nine seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	6 secs

*Visibility.—*11 miles.

*Power.—*1500 candles.

*Remarks.—*The Light will be unwatched.

The Lightkeepers will be withdrawn.

The other details of the light will remain unchanged.

*Note.—*No further notice will be given.

*Charts affected.—*No. 960, Approaches to Hobart.

„ 1079, Tasmania.

„ 2759b, Australia, Southern portion.

*Publications.—*List of Lights and Time Signals, Part VI., 1919, No. 2830.

Australia Pilot, Vol. II, 1918, page 370.

*Authority.—*Melbourne Notice No. 8 of 1920.

The 16th May 1920.

NEW GUINEA—NORTH-EAST COAST.

*Umboi (Rooke Island)—Shoal reported north-westward of.*

*No. 129 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 540 of 1920), are republished :—

*Position (approximate).—*At a distance of 5 miles,  $306^{\circ}$  (N.  $59^{\circ}$  W Mag.), from Cape King.  
Lat.  $5^{\circ} 26'$  S., long.  $147^{\circ} 44'$  E.

*Depth.—*Not stated.

*Note.—*The shoal is to be indicated on the charts by the symbol for a rock with a depth of less than six feet and marked "P.A."

*Variation.—* $5^{\circ}$  E.

*Charts affected.—*No. 2766, North-east coast of New Guinea.  
" 2759a, Australia—northern portion.  
" 780, Pacific ocean—south-west sheet.

*Publication.—*Pacific Islands Pilot, Vol. I., 1908, page 205.

*Authority.—*H.M.S. *Una*, Remark Book. (H. 5388-19.)

CHINA SEA—GULF OF SIAM, BANGKOK RIVER ENTRANCE.

*Regent Light—Temporary Alteration in Character.*

*No. 130 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1920), are republished :—

*Position (approximate).—*On Bangkok river bar, lat.  $13^{\circ} 28'$  N., long.  $100^{\circ} 34'$  E.

*Alteration.—*The character of the light has been temporarily altered from occulting white to *fixed white*, owing to repairs to the machinery which are in process.

*Note.—*Further Notice will be given when the normal character of the light has been resumed.

*Charts temporarily affected.—*No. 999, Menam Chau fya or Bangkok river.

" 2720, Koh Ta kut to Cape Liant.  
" 2414, Gulf of Siam.

*Publications.—*List of Lights, Part VI, 1920, No. 1357.  
China Sea Pilot, Vol. III, 1912, page 171.

*Authority.—*Commander-in-Chief, China Station, Notice No. 4 of 1920. (H. 2083-20.)

BORNEO—WEST COAST.

*Greig Shoals—Shoal north-westward of, to be inserted on Chart No. 2160*

*No. 131 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1920), are republished :—

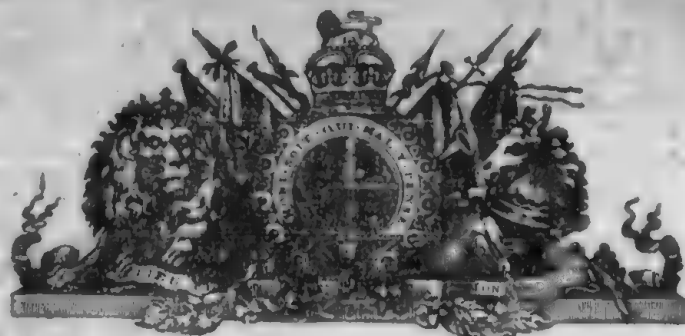
*Former Notice.—*No. 1622 of 1919. (This office No. 317 of 1919.)

*Position.—*At a distance of about 28 miles north-westward of Greig shoals.

Lat.  $0^{\circ} 35' 30''$  S., long.  $108^{\circ} 12' 00''$  E.

*Depth.—* $3\frac{1}{2}$  fathoms.





# The Calcutta Gazette

WEDNESDAY, JUNE 9, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,

*Secy. to the Govt. of Bengal.*

CALCUTTA, the 31st May 1920.

#### RED SEA,—EASTERN SHORE.

##### *Kotunbul Island—Shoal reported eastward of.*

*No. 151 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1920), are republished:—

*Position (approximate).*—In the channel eastward of Kotunbul island.  
Lat.  $17^{\circ} 51' 05''$  N., long.  $41^{\circ} 39' 00''$  E.

*Depth.*— $1\frac{1}{2}$  fathoms.

*Chart affected.*—No. 8 (d), Red Sea—Sheet IV.

*Publication.*—Red Sea, &c., Pilot. 1909. page 349.

*Authority.*—H.M.S. *Clematis*. (H. 2325-20.)

#### PHILIPPINE ISLANDS, LUZON—PORT OLONGAPO.

##### *Kubi Shoal—Buoy replaced by light-buoy.*

*No. 152 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 679 of 1920), are republished:—

*Position.*—On the northern extremity of Kubi shoal, and at a distance of about  $6\frac{1}{2}$  cables north-westward from Kubi point.

Lat.  $14^{\circ} 48\frac{1}{2}'$  N., long.  $120^{\circ} 15'$  E.

*Details.*—No. 4 red conical buoy has been replaced by a light-buoy exhibiting a *flashing white light every three seconds*.

*Charts affected.*—No. 931, Ports Subie and Silanguin.  
976, Manila bay.

*Publication.*—China Sea Pilot, Vol. IV, 1912. page 242.

*Authority.*—Manila Notice No. 4 of 1919. (H. 1735-20.)

PHILIPPINE ISLANDS, LUZON—MANILA BAY ENTRANCE,  
BOCA CHICA.

*Guardia Shoal—Light-buoy replaced by buoy.*

*No. 153 (first publication).*—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 684 of 1920), are republished :—

*Position.*—On the south-eastern side of Guardia shoal.  
Lat.  $14^{\circ} 24' N.$ , long.  $120^{\circ} 30' E.$

*Details.*—The light-buoy painted black with flashing white light, has been replaced by a black can buoy.

*Charts affected.*—No. 976, Manila bay, with plan.  
„ 2577, Philippine islands between San Bernardino and Mindoro straits.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 225.

*Authority.*—U.S.A. Hyd. Office notice No. 4030 of 1919. (*H. 9474-19.*)

*The 25th May 1920.*

SIAM.

*Alteration in Standard Time.*

*No. 142 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 637 of 1920), are republished :—

The meridian of long.  $105^{\circ} E.$  has been adopted as the Standard meridian for the Kingdom of Siam; the Standard time in consequence is 7h. 00m. 00s. fast on Greenwich.

*Publications.*—List of Lights and Time Signals (All Parts), Uniform Time System.

China Sea Pilot, Vol. III., 1912, page 8.

*Authority.*—The Siamese Legation, London. (*H. 2218-20.*)

AUSTRALIA—VICTORIA.

(1) *Melbourne—Information with regard to Lights.*

(2) *Port Fairy, Griffith island light—Amended period.*

*No. 143 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 656 of 1920), are republished :—

(1) **Melbourne.**

(a) Lights established on new pier :

*Position.*—At outer corners of New pier situated westward of the Railway pier.

Lat.  $37^{\circ} 50\frac{1}{2}' S.$ , long.  $144^{\circ} 55\frac{1}{2}' E.$

*Abridged description.*—Lt. F. (in each case).

*Description.*—Two fixed white lights, one at each corner

(b) Amended position and description of St. Kilda pier light:

*Position.*—On northern extremity of inner elbow and at a distance of 550 feet,  $56^{\circ}$ , from charted position.

Lat.  $37^{\circ} 52'$  S., long.  $144^{\circ} 58'$  E.

*New abridged description.*—Lt. Fl., vis. 3 m.

*Description.*—A *flashing white* light visible 3 miles and not a fixed red light as hitherto shown on the chart.

(c) Point Ormond jetty light discontinued:

*Position.*—On end of jetty.

Lat.  $37^{\circ} 53'$  S., long.  $144^{\circ} 58\frac{1}{2}'$  E.

*Description.*—A fixed white light.

*Remarks.*—The light is to be expunged from the charts.

(2) Port Fairy, Griffith Island Light.

*Position.*—On eastern end of Griffith island.

Lat.  $38^{\circ} 23\frac{1}{4}'$  S., long.  $142^{\circ} 15\frac{1}{4}'$  E.

*Details.*—The period of this *group flashing white* light is *fifteen seconds* and not seven and a half seconds as shown on charts and in Admiralty publications.

*Note.*—The note with reference to the *fixed* light, formerly shown from a window of the above lighthouse to mark the anchorage, is to be expunged from the plan on chart No. 1062.

*Charts affected.*—No. 624, Hobson bay, River Yarra and Melbourne.

„ 1171, Port Phillip.

„ 1062, Rivoli bay to Cape Otway, with plan.

*Publications.*—List of Lights, Part VI., 1920, Nos. 2395, 2476, 2476a. Australia Pilot, Vol. II, 1918, pages 52, 137, 138, 139 Supplement No. 1, 1919.

*Authority.*—Department of Ports and Harbours, Melbourne. (H 9893-19.)

RED SEA—EASTERN SHORE.

*Kamaran Passage—Further information with regard to buoys.*

No. 144 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1920), are republished:—

*Former Notices.*—No. 39M. of 1920 (Admiralty No. 348 of 1920). (*This office No. 113 of 1920.*)

*Details.*—A further report of the correct positions of the two buoys in the southern entrance to Kamaran Harbour and that of replacing the two buoys in the Quarantine Anchorage at the entrance of Kamaran Harbour is as detailed below:—

(1) *Correct positions of the buoys laid—*

(a) *Position.*—At a distance of about 4 cables  $330^{\circ}$  (N.  $27^{\circ} 20'$  W. Mag.) from the telegraph hut on Ras-el-Bayadh.

*Description.*—A black Can buoy surmounted by a staff and spherical cage. is moored in  $4\frac{1}{2}$  fathoms.

(b) *Position.*—At a distance of about  $11\frac{1}{2}$  cables  $112^{\circ}$  (S.  $65^{\circ} 20'$  E. Mag.) from the Telegraph hut on Ras-el-Yemman.

*Description.*—A red conical buoy surmounted by a staff and drum is moored in  $4\frac{1}{2}$  fathoms.

(2) *Buoys in the Quarantine Anchorage now laid—*(a) *Position.*—At a distance of about 9½ cables 110° (S. 67° 20' E. Mag.) from the Mosque with 3 domes.*Description.*—A red Can buoy, surmounted by a staff and disk, is moored in 3 fathoms on a shoal patch.(b) *Position.*—At a distance of about 11½ cables 81° (N. 83° 40' E. Mag.) from the Mosque with 3 domes.*Description.*—A red Can buoy, surmounted by a staff and triangle, moored in a 3½ fathoms on a shoal patch.*Variation.*—2° 40' W.*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 362, 363, 364.*Authority.*—The Port Officer, Aden, dated May 1920.

## INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

*Bombay Floating Light—Replaced in Position.**No. 145 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 66M. of 1920), are republished :—*Former Notices.*—No. 17M. of 1920 (Admiralty No. 558 of 1920).  
(This office No. 58 of 1920.)*Position (approximate).*—Lat. 18° 50' N.  
Long. 72° 44½' E.*Details.*—On or about the 13th May 1920 the relief Light-vessel will be removed and replaced by the Bombay Floating Light-vessel (Unattended).*Description.*—Hull painted red, marked on her sides “Bombay Floating Light” in white letters, fitted with tower and ball day mark.*Characteristics of Light-vessel—**Abridged description.*—Lt. Gp. Fl. (3) ev. 24 sec. 32 ft. vis. 12 m. (U).*Character.*—An automatic white group flashing light every 24 seconds thus :—

Flash	Eclipse	Flash
1 sec.	2 secs.	1 sec.

Eclipse	Flash	Eclipse
2 secs.	1 sec.	17 secs.

*Visibility.*—All round the horizon, 12 miles in clear weather.*Automatic Submarine Bell.*—Is fitted, the Bell is submerged and will ring continuously at regular intervals, should be heard under water at a distance of 10 miles.*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—List of Lights, Part VI, 1920, No. 384.

Indian Light List, 38th Issue, 1919, No. 89.

West Coast of India Pilot, 1919, page 215, Revised Supplement (3) 1918.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

## INDIA—WEST COAST—BOMBAY HARBOUR.

*Prongs Reef Light Buoy—Alteration in period of Light.*

*No. 146 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1920), are republished :—

*Former Notice.*—No. 40M. of 1920. (*This office No. 116 of 1920.*)

*Position.*—Lat  $18^{\circ} 52' N.$

Long.  $72^{\circ} 49' 14'' E.$

*Alteration.*—A large Black Can buoy exhibiting a flashing green light every 15 seconds, visible 9 miles, thus :—

Light	Eclipse
5 secs.	10 secs.

*Remarks.*—This buoy is not fitted with an automatic whistle.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 217.

Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Thull Shoal Light Buoy—Alteration in period of Light.*

*No. 147 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 68M. of 1920), are republished :—

*Former Notice.*—No. 41-M. of 1920. (*This office No. 117 of 1920.*)

*Position.*—Lat.  $18^{\circ} 48' 22'' N.$

Long.  $72^{\circ} 48' 51'' E.$

*Alteration.*—A conical buoy painted red exhibiting a flashing red light every 8 seconds, visible 6 miles, thus :—

Light	Eclipse.
2 secs.	6 secs.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 214.

Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

INDIA, BAY OF BENGAL—HUGLI RIVER APPROACH,  
SANDHEADS.*Intermediate light-vessel—Alteration in characteristics.*

*No. 148-I (second publication).*—

*Subject.*—The fixed white light exhibited from the Intermediate light-vessel at the Sandheads, has been replaced by a triple flashing acetylene gas light. The attended gas light ship "Star" has been placed on the Intermediate Station.

*Position.*—Lat.  $21^{\circ} 13' 36'' N.$ , long.  $88^{\circ} 12' 12'' E.$

*Character.*—Triple flashing white light showing three flashes thus :—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	18 secs.

*Elevation.*—60 feet above the water.

*Visibility.*—10-12 miles.

*Remarks.*—Should this light become extinguished she will exhibit temporarily the former fixed light. By day she will carry no symbol, but in the event of her being off station, she will hoist the signal Q. E. in the International Code.

By night she will also carry a riding light on the forestay 6 feet above the rail as heretofore.

*Charts affected.*—No. 136, Sagor Point to Calcutta.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, No. 607.

Bay of Bengal Pilot, 1910, page 298.

*Authority.*—Port Commissioners, Calcutta, Notices Nos. 120 and 155, dated respectively the 27th April and 19th May 1920.

#### INDIA, BAY OF BENGAL—HUGLI RIVER APPROACH, SANDHEADS.

*Eastern Channel light-vessel*—Temporarily replaced by another light-vessel.

*No. 149-I (second publication).*—

*Subject.*—The light vessel “Meteor” on the Eastern Channel Station has been replaced by the light-vessel “Torch,” as a temporary measure.

*Position.*—Lat.  $20^{\circ} 56\frac{1}{2}'$  N., long.  $88^{\circ} 12'$  E.

*Character.*—Single flashing white light, every 30 seconds, thus:—

Flash.	Eclipse.
5 secs.	25 secs.

*Remarks.*—By day she will carry a black ball at the lantern mast head, the hull is painted red and the name of the station is painted in white letters on her side.

Blue light will be burnt as laid down for the vessel on this station. She will also carry a riding light on the forestay 6 feet above the rail.

*Elevation.*—44 feet above the water.

*Visibility.*—12 miles.

*Charts affected.*—No. 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.



*Publications.*—List of Lights, Part VI, 1920, No. 606.

Bay of Bengal Pilot, 1910, pages 289, 290.

*Authority.*—Port Commissioners, Calcutta, River Notices Nos. 143 and 165, dated respectively the 12th and 22nd May 1920.

#### ARABIAN SEA.

*Caution.*—SS. "Cordoba" abandoned on fire.

No. 150 (second publication).—

*Subject.*—The Transport "Cordoba" was abandoned on fire in the following position and was setting N by E at one to half mile per hour.

*Position.*—Lat.  $11^{\circ} 42' N.$ , long.  $55^{\circ} 1' E.$

*Remarks.*—Mariners are hereby warned.

*Chart affected.*—No. 1012, Arabian Sea.

*Authority.*—Captain Supdt., R. I. M. Dockyard, Calcutta, letter dated 27th May 1920.

The 17th May 1920.

#### AUSTRALIA—VICTORIA.

Port Phillip—Alterations in Positions of Light Buoys and Buoy.

No. 137 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 579 of 1920), are republished:—

(1) Light-buoy at western entrance to South channel:

*New position.*—At a distance of about half a cable north eastward from former position, and  $10\frac{1}{2}$  cables  $13^{\circ}$  from the flashing green light on the elbow of Portsea pier.

Lat.  $38^{\circ} 18\frac{1}{2}' S.$ , long.  $144^{\circ} 43' E.$

*Description.*—Black conical light-buoy with flashing red light.

(2) West channel:

(a) No. 12 light-buoy:

*New position.*—At a distance of about  $1\frac{1}{2}$  cables north-eastward from former position, and  $16\frac{1}{2}$  cables  $102^{\circ}$  from the white beacon about  $1\frac{1}{2}$  miles southward from South Red bluff.

Lat.  $38^{\circ} 13' S.$ , long.  $144^{\circ} 44\frac{1}{2}' E.$

*Description.*—Red conical light-buoy "No. 12" with flashing red light.

(b) No. 5 buoy:

*New position.*—At a distance of about 2 cables northward from former position, and  $12\frac{1}{2}$  cables  $122^{\circ}$  from the beacon mentioned in (a) above.

Lat.  $38^{\circ} 13\frac{1}{2}' S.$ , long.  $144^{\circ} 43\frac{1}{2}' E.$

*Description.*—Black can buoy "No. 5."

*Charts affected.*—No. 309, Port Phillip—west channel.

.. 2747, Entrance to Port Phillip.

.. 1171, Port Phillip.

*Publication.*—Australia Pilot, Vol. II., 1918, pages 106, 110; Supplement No. 1, 1919.

*Authority.*—Melbourne Notice No. 8 of 1919. (H. 1335-20.)

#### AUSTRALIA, SOUTH COAST—PORT PHILLIP.

(1) *Snapper Point Light—Correction to Charts.*

(2) *Point Lonsdale light—Correction to Charts.*

No. 138 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 592 of 1920), are republished:—

##### (1) Snapper Point Light.

*Position.*—Lat.  $38^{\circ} 13' S.$ , long.  $145^{\circ} 02' E.$

*New abridged description.*—Lt. Fl., 35 ft., vis. 10 m.

*Correction.*—This flashing white light is incorrectly described on some copies of the charts. The light is as given in the Admiralty List of Lights, 1920, and the charts affected are to be corrected accordingly.

*Remarks.*—This light is to be expunged from chart No. 2759b.

##### (2) Point Lonsdale Light.

*Position.*—Lat.  $38^{\circ} 17\frac{1}{2}' S.$ , long.  $144^{\circ} 37' E.$

*Correction.*—The sectors of this light are incorrectly marked on some copies of the charts with the note "White (or red) occulting light." The light is a group flashing light with white and red sectors, and the word "occulting" is to be expunged.

*Charts affected.*—No. 1171, Port Phillip (1).

„ 3169, Port Phillip to Gabo Island.

„ 1695b, Bass Strait—western sheet.

„ 2759b, Australia—southern portion (1).

*Publication.*—List of Lights, Part VI., 1920, Nos. 2418, 2455.

*Authority.*—Hydrographic Department. (H. 1423-20.)

#### GULF OF ADEN—ZEILA ROADSTEAD AND APPROACHES.

##### Caution with regard to Depths.

No. 139 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1920), are republished:—

*Former Notice.*—No. 238 of 1920. (This office No. 87 of 1920.)

*Position.*—Zeila consulate, lat.  $11^{\circ} 21\frac{1}{2}' N.$ , long.  $43^{\circ} 28\frac{1}{2}' E.$

*Caution.*—Less water than shown on the chart is reported to exist in the approach to Zeila.

*Note.*—The following cautionary note is to be placed on the charts:—

“CAUTION.”

“Depths in the approach to Zeila are reported to be considerably less than charted 1920.”

*Charts affected.*—No. 919, Plan of Zeila roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 435 to 440.

*Authority.*—Secretary to the Administration, British Somaliland.

(H. 8623-19.)

## SOUTH-WEST PACIFIC—UTUPUA ISLAND.

*Basilisk Harbour—Shoal reported.*

*No. 140 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 612 of 1920), are republished:—

*Position (approximate).*—In the centre of the narrow channel leading into Byron bay, and at a distance of about one cable, 180°, from the extremity of the coral reef extending southward from Mourilyan point.  
Lat. 11° 19' S., long. 166° 31½' E.

*Description.*—A coral shoal, almost awash.

*Remarks.*—The extent of the shoal is not stated, but the channel to the southward of it is reported to be the more suitable for navigation.

*Note.*—This shoal, the position of which is doubtful, is to be marked on the charts with the note "P.D."

*Charts affected.*—No. 986, Plan of Basilisk harbour.  
.. 17, Santa Cruz islands.

*Publication.*—Pacific Islands Pilot, Vol. II., 1918, page 325.

*Authority.*—Captain Burgess, Master of the S. Y. *Southern Cross*.  
(H. 175-20.)

## TASMANIA, SOUTH COAST.

*Derwent Light ("Iron Pot")—Intended alteration in Characteristics.*

*No. 141 (third publication).*—

*Subject.*—The Fixed White Light on Iron Pot Island, Derwent River entrance will be replaced by a Group Flashing White Light (U), on or about 31st July, 1920.

*Position.*—Lat. 43° 04' S., long. 147° 26' E. on Chart No. 960.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light showing three flashes in quick succession every nine seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{3}$ sec	1 sec	$\frac{1}{3}$ sec	1 sec	$\frac{1}{3}$ sec	6 secs

*Visibility.*—11 miles.

*Power.*—1500 candles.

*Remarks.*—The Light will be unwatched.

The Lightkeepers will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 960, Approaches to Hobart.

.. 1079, Tasmania.

.. 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1919, No. 2830.

Australia Pilot, Vol. II, 1918, page 370.

*Authority.*—Melbourne Notice No. 8 of 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, JUNE 16, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 8th June 1920.

### MALACCA STRAIT.

*Penang Harbour—Light-Beacon and Buoy established.*

**No. 154 (first publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 698 of 1920), are republished :—

**Former Notice.**—No. 1609 of 1919. (*This office No. 315 of 1919.*)

(a) Light-beacon established :

**Position.**—In the position of the beacon shown on the chart.

Lat.  $5^{\circ} 24' 20''$  N., long.  $100^{\circ} 20' 50''$  E.

**Description.**—A light-beacon painted in black and white horizontal bands, with white ball topmark, exhibiting a *fixed white* light.

(b) Buoy established :

**Position.**—Lat.  $5^{\circ} 23' 23''$  N., long.  $100^{\circ} 21' 30''$  E.

**Description.**—A white conical buoy, numbered "2."

**Note.**—The positions given refer to chart No. 3732.

**Charts affected.**—No. 3732, Penang harbour.

.. 1366, Penang harbour and approaches.

.. 793, Butang group to Pulo Berhala.

**Publications.**—List of Lights, Part VI, 1920, No. 743 (Remarks).  
China Sea Pilot, Vol. I, 1916, page 177.

**Authority.**—Harbour Master, Penang (*H. 1757-20.*)

SUMATRA—EAST COAST.

*Salat Rupert, Northern Entrance—Decreased Depths.*

No. 155 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 699 of 1920), are republished:—

*Position.*—At a distance of about 4 miles north-eastward of Tanjong Senapies.

Lat.  $2^{\circ} 06' 20''$  N., long.  $101^{\circ} 19' 50''$  E.

*Details.*—Considerably less water than charted has been found between the banks in the vicinity of the above position, and the following note is to be inserted on the charts:—

"Less water reported (1920)."

*Charts affected.*—No. 795, Cape Rachado to Singapore.  
" 1355, Malacca strait.

*Publication.*—China Sea Pilot, Vol. I., 1916, page 126.

*Authority.*—Hague Notice No. 1103 of 1919. (H. 3914-15.)

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

*General Remarks.*

No. 156 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 703 of 1920), are republished:—

*Former Notice.*—No. 478 of 1920 (This Office No. 122 of 1920); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

#### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ... ..	VLA	} No details	No details.
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Is. ... ..	VLC		
Macquarie Is. Radio ... ..	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ... ..	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ... ..	KAV	1200,* 2200	1650

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.



Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>GREAT BRITAIN :</b>			
Poldhu ... ..	MPD	0930, 2130	2700
Cleethorpes ... ..	BYB	0500, 1700	3000
.. " Northern " ... ..	BYB	0000	3000
.. " Scandinavia " ... ..	BYB	1300	3000
<b>HAWAIIAN IS.</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } 1830, 2230	2600
<b>HOLLAND :</b>			
Scheveningen ... ..	PCH	1115, 2315	1800
<b>INDIA :</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	{ 0730, 1910 }	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	{ 0740, 1920 }	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200
<b>JAPAN :</b>			
Choshi ... ..	JCS	1200*	600
Dairenwan ... ..	JDA	1200	600
Fukkukaku ... ..	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ... ..	BYZ	2100	2700
<b>MEXICO :</b>			
Campeche ... ..	XAB	1837*	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
<b>PHILIPPINES :</b>			
Kavite ... ..	NPO	{ 0300 } { 1400 } *	952 5000 (Continuous wave.)
<b>SAMOA :</b>			
Tutuila ... ..	NPU	{ 0330, 0730 } 1930, 2330	600
<b>SOUTH AFRICA :</b>			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
<b>SPAIN :</b>			
Madrid ... ..	EGC	1330	2000
<b>UNITED STATES :</b>			
Washington (Arlington) ... ..	NAA	0300* & 1700*	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300*	1500
S. Francisco ... ..	NPH	0600*	600 & 950
North Head ... ..	NPE	0600	600 & 950
S. Diego ... ..	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty. (H. 1729/20.)

## INDIA, WEST COAST—GOA COAST.

*Marmagao Harbour—Breakwater completed; New Lights established.*

*No. 157 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 717 of 1920), are republished:—

*Position.*—Marmagao point, lat.  $15^{\circ} 24\frac{1}{2}'$  N., long.  $73^{\circ} 47'$  E.

*Details.*—The accompanying reproduction of a portion of chart No. 492 shows the following:—

- (a) The position of the breakwater and mole, eastward of Marmagao point, which have now been completed.
- (b) A new light established on northern extremity of breakwater, with sectors.  
A light on extremity of mole.
- (c) Positions of various buoys in vicinity of breakwater and mole.

*Note.*—The red conical buoy off the extremity of the mole marks the end of the rubble base.

- (d) Minor amendments to chart in vicinity of quay wall and fort.

- (e) Amended position of signal station on Marmagao point.

*Remarks.*—Further details concerning the lights referred to above will be found in Section VIII of the Weekly edition of Admiralty Notices to Mariners (*week ending 1st May 1920*).

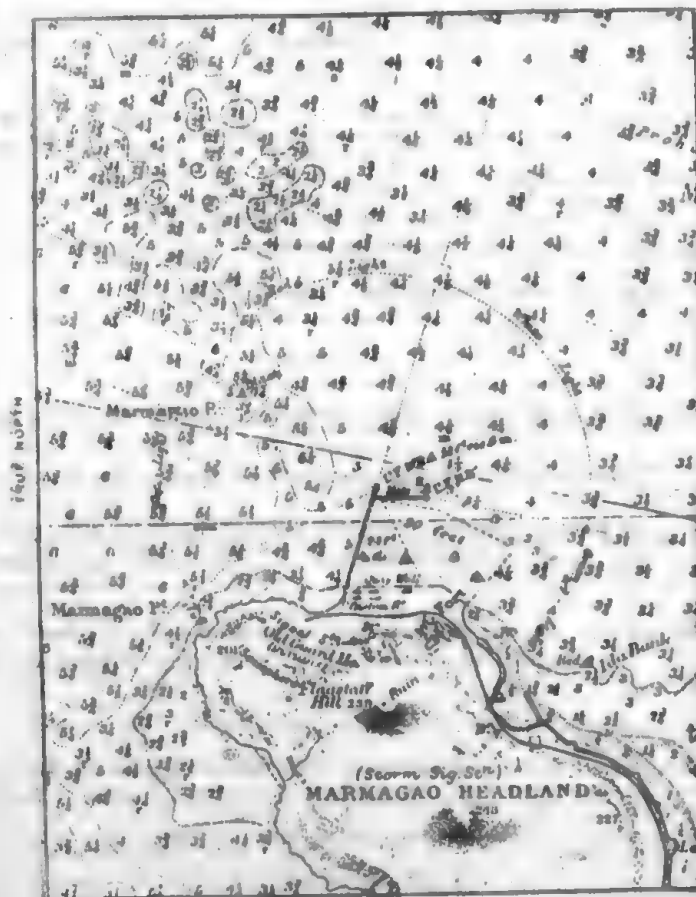
*Charts affected.*—No. 492, Aguada to St. George island.

„ 740, Achra river to Cape Ramas.

*Publications.*—List of Lights, Part VI, 1920, Nos. 430, 430a.

W. C. India Pilot, 1919, pages 178, 179.

*Authority.*—West of India Portuguese Railway Company.  
(H. 1515-20.)



## CHINA SEA—GULF OF SIAM, BANGKOK RIVER ENTRANCE.

*Regent Light—Normal Character resumed.*

*No. 158 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 721 of 1920), are republished:—

*Former Notice.*—No. 541 of 1920. (*This Office No. 130 of 1920*); hereby cancelled.

*Position (approximate).*—On Bangkok river bar, lat.  $13^{\circ} 28\frac{1}{2}'$  N., long.  $100^{\circ} 34'$  E.

*Details.*—This light, which temporarily showed fixed white, has now resumed its normal character, i.e., *occulting white* as shown in the Admiralty List of Lights.

*Charts which were temporarily affected.*—No. 999, Menam Chau fya or Bangkok river.

„ 2720, Koh Ta kut to Cape Liant.

„ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI, 1920, No. 1357.  
China Sea Pilot, Vol. III., 1912, page 171.

*Authority.*—H. B. M. Consul-General, Bangkok. (*H. 2840-20.*)

*The 31st May 1920*

## RED SEA,—EASTERN SHORE.

*Kotunbul Island—Shoal reported eastward of.*

*No. 151 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1920), are republished:—

*Position (approximate).*—In the channel eastward of Kotunbul island, Lat.  $17^{\circ} 54' 05''$  N., long.  $41^{\circ} 39' 00''$  E.

*Depth.*— $1\frac{1}{2}$  fathoms.

*Chart affected.*—No. 8 (*d*), Red Sea—Sheet IV.

*Publication.*—Red Sea, &c., Pilot, 1909, page 349.

*Authority.*—H.M.S. *Clematis*. (*H. 2325-20.*)

## PHILIPPINE ISLANDS, LUZON—PORT OLONGAPO.

*Kubi Shoal—Buoy replaced by light-buoy.*

*No. 152 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 679 of 1920), are republished:—

*Position.*—On the northern extremity of Kubi shoal, and at a distance of about  $6\frac{1}{2}$  cables north-westward from Kubi point.

Lat.  $14^{\circ} 48\frac{1}{2}'$  N., long.  $120^{\circ} 15'$  E.

*Details.*—No. 4 red conical buoy has been replaced by a light-buoy exhibiting a *flashing white* light every three seconds.

*Charts affected.*—No. 931, Ports Subie and Silanguin.

„ 976, Manila bay.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 242.

*Authority.*—Manila Notice No. 4 of 1919. (*H. 1735-20.*)

PHILIPPINE ISLANDS, LUZON—MANILA BAY ENTRANCE,  
BOCA CHICA.

*Guardia Shoal—Light-buoy replaced by buoy.*

No. 153 (second publication).—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 684 of 1920), are republished :—

*Position.*—On the south-eastern side of Guardia shoal.

Lat.  $14^{\circ} 24' N.$ , long.  $120^{\circ} 30' E.$

*Details.*—The light-buoy painted black with flashing white light, has been replaced by a black can buoy.

*Charts affected.*—No. 976, Manila bay, with plan.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 225.

*Authority.*—U.S.A. Hyd. Office notice No. 4030 of 1919. (*H.* 9474-19.)

*The 25th May 1920.*

SIAM.

*Alteration in Standard Time.*

No. 142 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 637 of 1920), are republished :—

The meridian of long.  $105^{\circ} E.$  has been adopted as the Standard meridian for the Kingdom of Siam; the Standard time in consequence is 7h. 00m. 00s. fast on Greenwich.

*Publications.*—List of Lights and Time Signals (All Parts), Uniform Time System.

China Sea Pilot, Vol. III., 1912, page 8.

*Authority.*—The Siamese Legation, London. (*H.* 2218-20.)

AUSTRALIA—VICTORIA.

(1) *Melbourne—Information with regard to Lights.*

(2) *Port Fairy, Griffith island light—Amended period.*

No. 143 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 656 of 1920), are republished :—

(1) **Melbourne.**

(a) *Lights established on new pier :*

*Position.*—At outer corners of New pier situated westward of the Railway pier.

Lat.  $37^{\circ} 50\frac{1}{2}' S.$ , long.  $144^{\circ} 55\frac{1}{2}' E.$

*Abridged description.*—Lt. F. (in each case).

*Description.*—Two fixed white lights, one at each corner.

## (b) Amended position and description of St. Kilda pier light:

*Position.*—On northern extremity of inner elbow and at a distance of 550 feet,  $56^{\circ}$ . from charted position.  
Lat.  $37^{\circ} 52'$  S., long.  $144^{\circ} 58'$  E.

*New abridged description.*—Lt. Fl., vis. 3 m.

*Description.*—A flashing white light visible 3 miles and not a fixed red light as hitherto shown on the chart.

## (c) Point Ormond jetty light discontinued:

*Position.*—On end of jetty.

Lat.  $37^{\circ} 53'$  S., long.  $144^{\circ} 58\frac{1}{2}'$  E.

*Description.*—A fixed white light.

*Remarks.*—The light is to be expunged from the charts.

## (2) Port Fairy, Griffith Island Light.

*Position.*—On eastern end of Griffith island.

Lat.  $38^{\circ} 23\frac{1}{2}'$  S., long.  $142^{\circ} 15\frac{1}{2}'$  E.

*Details.*—The period of this group flashing white light is fifteen seconds and not seven and a half seconds as shown on charts and in Admiralty publications.

*Note.*—The note with reference to the fixed light, formerly shown from a window of the above lighthouse to mark the anchorage, is to be expunged from the plan on chart No. 1062.

*Charts affected.*—No. 624, Hobson bay, River Yarra and Melbourne.

„ 1171, Port Phillip.

„ 1062, Rivoli bay to Cape Otway, with plan.

*Publications.*—List of Lights, Part VI., 1920, Nos. 2395, 2476, 2476a.

Australia Pilot, Vol. 11, 1918, pages 52, 137, 138, 139

Supplement No. 1, 1919.

*Authority.*—Department of Ports and Harbours, Melbourne. (H 9893-19.)

## RED SEA—EASTERN SHORE.

## Kamaran Passage—Further information with regard to buoys.

No. 144 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1920), are republished:—

*Former Notices.*—No. 39M. of 1920 (Admiralty No. 348 of 1920). (This office No. 113 of 1920.)

*Details.*—A further report of the correct positions of the two buoys in the southern entrance to Kamaran Harbour and that of replacing the two buoys in the Quarantine Anchorage at the entrance of Kamaran Harbour is as detailed below:—

## (1) Correct positions of the buoys laid—

(a) *Position.*—At a distance of about 4 cables  $330^{\circ}$  (N.  $27^{\circ} 20'$  W. Mag.) from the telegraph hut on Ras-el-Bayadh.

*Description.*—A black Can buoy surmounted by a staff and spherical cage, is moored in  $4\frac{1}{2}$  fathoms.

(b) *Position.*—At a distance of about  $11\frac{1}{2}$  cables  $112^{\circ}$  (S.  $65^{\circ} 20'$  E. Mag.) from the Telegraph hut on Ras-el-Yemman.

*Description.*—A red conical buoy surmounted by a staff and drum is moored in  $4\frac{1}{2}$  fathoms.

*(2) Buoys in the Quarantine Anchorage now laid—*

(a) *Position*.—At a distance of about 9½ cables 110° (S. 67° 20' E. Mag.) from the Mosque with 3 domes.

*Description*.—A red Can buoy, surmounted by a staff and disk, is moored in 3 fathoms on a shoal patch.

(b) *Position*.—At a distance of about 11½ cables 81° (N. 83° 40' E. Mag.) from the Mosque with 3 domes.

*Description*.—A red Can buoy, surmounted by a staff and triangle, moored in a 3½ fathoms on a shoal patch.

*Variation*.—2° 40' W.

*Charts affected*.—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication*.—Red Sea and Gulf of Aden Pilot, 1909, pages 362, 363, 364.

*Authority*.—The Port Officer, Aden, dated May 1920.

## INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

*Bombay Floating Light—Replaced in Position.*

*No. 145 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 66M. of 1920), are republished:—

*Former Notices*.—No. 17M. of 1920 (Admiralty No. 558 of 1920).  
(This office No. 58 of 1920.)

*Position (approximate)*.—Lat. 18° 50' N.  
Long. 72° 44½' E.

*Details*.—On or about the 13th May 1920 the relief Light-vessel will be removed and replaced by the Bombay Floating Light-vessel (Unattended).

*Description*.—Hull painted red, marked on her sides "Bombay Floating Light" in white letters, fitted with tower and ball day mark.

*Characteristics of Light-vessel—*

*Abridged description*.—Lt. Gp. Fl. (3) ev. 24 sec. 32 ft. vis. 12 m. (U).

*Character*.—An automatic white group flashing light every 24 seconds thus:—

Flash	Eclipse	Flash
1 sec.	2 secs.	1 sec.

Eclipse	Flash	Eclipse
2 secs.	1 sec.	17 secs.

*Visibility*.—All round the horizon, 12 miles in clear weather.

*Automatic Submarine Bell*.—Is fitted, the Bell is submerged and will ring continuously at regular intervals, should be heard under water at a distance of 10 miles.

*Charts affected*.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziádrug.

„ 826, Karáchi to Vengurla.

„ 1012, Arabian Sea.

*Publications*.—List of Lights, Part VI, 1920, No. 384.

Indian Light List, 38th Issue, 1919, No. 89.

West Coast of India Pilot, 1919, page 215, Revised Supplement (3) 1918.

*Authority*.—The Port Officer, Bombay, dated 12th May 1920.



## INDIA—WEST COAST—BOMBAY HARBOUR.

*Prongs Reef Light Buoy—Alteration in period of Light.*

No. 146 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1920), are republished:—

*Former Notice.*—No. 40M. of 1920. (*This office No. 116 of 1920.*)

*Position.*—Lat  $18^{\circ} 52' N.$

Long.  $72^{\circ} 49' 14'' E.$

*Alteration.*—A large Black Can buoy exhibiting a flashing green light every 15 seconds, visible 9 miles, thus:—

Light	Eclipse
5 secs.	10 secs.

*Remarks.*—This buoy is not fitted with an automatic whistle.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 217.

Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Thull Shoal Light Buoy—Alteration in period of Light.*

No. 147 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 68M. of 1920), are republished:—

*Former Notice.*—No. 41-M. of 1920. (*This office No. 117 of 1920.*)

*Position.*—Lat  $18^{\circ} 48' 22'' N.$

Long.  $72^{\circ} 48' 51'' E.$

*Alteration.*—A conical buoy painted red exhibiting a flashing red light every 8 seconds, visible 6 miles, thus:—

Light	Eclipse.
2 secs.	6 secs.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1909, page 214.

Indian List of Lights, 38th issue, 1919, page 22.

*Authority.*—The Port Officer, Bombay, dated 12th May 1920.

INDIA, BAY OF BENGAL—HUGLI RIVER APPROACH,  
SANDHEADS.*Intermediate light-vessel—Alteration in characteristics.*

No. 148-I (third publication).—

*Subject.*—The fixed white light exhibited from the Intermediate light-vessel at the Sandheads, has been replaced by a triple flashing acetylene gas light. The attended gas light ship "Star" has been placed on the Intermediate Station.

*Position.*—Lat.  $21^{\circ} 13' 36'' N.$ , long.  $88^{\circ} 12' 12'' E.$

*Character.*—Triple flashing white light showing three flashes thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	18 secs.

*Elevation.*—60 feet above the water.

*Visibility.*—10-12 miles.

*Remarks.*—Should this light become extinguished she will exhibit temporarily the former fixed light. By day she will carry no symbol, but in the event of her being off station, she will hoist the signal Q. E. in the International Code.

By night she will also carry a riding light on the forestay 6 feet above the rail as heretofore.

*Charts affected.*—No. 136, Sagor Point to Calcutta.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, No. 607.

Bay of Bengal Pilot, 1910, page 298.

*Authority.*—Port Commissioners, Calcutta, Notices Nos. 120 and 155, dated respectively the 27th April and 19th May 1920.

#### INDIA, BAY OF BENGAL—HUGLI RIVER APPROACH, SANDHEADS.

*Eastern Channel light-vessel—Temporarily replaced by another light-vessel.*

*No. 149-I (third publication).—*

*Subject.*—The light vessel “Meteor” on the Eastern Channel Station has been replaced by the light-vessel “Torch,” as a temporary measure.

*Position.*—Lat.  $20^{\circ} 56\frac{1}{4}'$  N., long.  $88^{\circ} 12'$  E.

*Character.*—Single flashing white light, every 30 seconds, thus:—

Flash.	Eclipse.
5 secs.	25 secs.

*Remarks.*—By day she will carry a black ball at the lantern mast head, the hull is painted red and the name of the station is painted in white letters on her side.

Blue light will be burnt as laid down for the vessel on this station. She will also carry a riding light on the forestay 6 feet above the rail.

*Elevation.*—44 feet above the water.

*Visibility.*—12 miles.

*Charts affected.*—No. 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, No. 606.  
Bay of Bengal Pilot, 1910, pages 289, 290.

*Authority.*—Port Commissioners, Calcutta, River Notices Nos. 143 and 165, dated respectively the 12th and 22nd May 1920.

#### ARABIAN SEA.

*Caution.*—SS. "Cordoba" abandoned on fire.

*No. 150 (third publication).*—

*Subject.*—The Transport "Cordoba" was abandoned on fire in the following position and was setting N by E at one to half mile per hour.

*Position.*—Lat.  $11^{\circ} 42' N.$ , long.  $55^{\circ} 1' E.$

*Remarks.*—Mariners are hereby warned.

*Chart affected.*—No. 1012, Arabian Sea.

*Authority.*—Captain Supdt., R. I. M. Dockyard, Calcutta, letter dated 27th May 1920.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer of Calcutta*



# The Calcutta Gazette

WEDNESDAY, JUNE 23, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 14th June 1920.

#### GULF OF ADEN.

##### *Telegraph Cable Buoys withdrawn.*

*No. 159 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 730 of 1920), are republished:—

*Former Notice.*—No. 516 of 1920 (*this office No. 110 of 1920*), is hereby cancelled.

*Position.*—Lat.  $12^{\circ} 57' N.$ , long.  $47^{\circ} 59' E.$

*Details.*—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

*Charts which were temporarily affected.*—No. 6b, Gulf of Aden—western portion.  
„ 1012, Arabian sea.  
„ 597, Delagoa bay to Cape Guardafui.

*Authority.*—The Eastern Telegraph Company. (H. 3011-20.)

KOREA, EAST COAST.

*Won San Chin (Gensan Bay)—Alterations in Lighting.*

No. 160 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 760 of 1920), are republished:—

1. Light established on new breakwater:

*Position.*—On western extremity of new breakwater, which extends westward from Chotoku to, and at a distance of 2 $\frac{1}{2}$  cables, 281°, from Chotoku to lighthouse.

Chotoku to, lat. 39° 10' N., long. 127° 26' E.

*Abridged description.*—Lt. Fl., ev. 3 sec., 31 ft. vis. 11 m. (U).

*Characteristics:*

*Character.*—A flashing white light every three seconds.

*Elevation.*—31 feet.

*Visibility.*—11 miles.

*Structure.*—White square iron tower, 24 feet in height.

*Note.*—The light is unwatched.

*Remarks.*—The new breakwater above referred to, and mentioned in the Supplement to the Sailing Directions, has been completed.

2. Alteration in characteristics of light:

*Position.*—On eastern extremity of western breakwater.

*New abridged description.*—Lt. Fl., Red, ev. 3 sec. 31 ft. vis. 8 m. (U).

*Details.*—The flashing white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A flashing red light every three seconds.

*Elevation.*—31 feet.

*Visibility.*—8 miles.

*Structure.*—Red square iron tower.

*Note.*—The light is unwatched.

*Remarks.*—The note with regard to the harbour works in progress formerly marked by a light-buoy, is to be expunged from the chart.

*Chart affected.*—No. 54, Port Lazaref and Yung hing bay, with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 1799a, 1800.

E. C. Korea, etc., Pilot, 1913, pages 104, 105; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 12 of 1920 and Chosen Notice No. 34 of 1920. (H. 2657 & 2829-20).

CHINA, SOUTH-EAST COAST—CANTON RIVER.

*Collinson Reach Barrier—Fog-Signal re-established.*

No. 161 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 761 of 1920), are republished:—

*Position.*—At the light-station on the north side of the northern opening.

Lat. 23° 04' N., long. 113° 27' E.

*Description.*—A bell sounding one stroke every six seconds.

*Chart affected.*—No. 1742, Chu kiang or Canton river—sheet IV.

*Publications.*—List of Lights, Part VI, 1920, No. 1500.

China Sea Pilot, Vol. III, 1912, page 459.

*Authority.*—Shanghai Notice No. 556 of 16th February 1920. (H. 2505-20).

SUMATRA, WEST COAST—MENBAWI ISLANDS.

*North and South Pagi Islands—Discoloured Water reported eastward of.*

No. 162 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 770 of 1920), are republished :—

(1) *Position*.—At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat.  $2^{\circ} 31' 30''$  S., long.  $100^{\circ} 05' 00''$  E.

(2) *Position*.—At a distance of about  $4\frac{1}{2}$  miles eastward from Simapopo, on the east coast of South Pagi island.

Lat.  $2^{\circ} 54' 00''$  S., long.  $100^{\circ} 26' 00''$  E.

*Details*.—Patches of light green water were observed in the above positions by H.M.S. *Ophir*.

*Note*.—These positions on the chart are to be surrounded by danger lines and marked "*Discoloured water reported (1920).*"

*Chart affected*.—No. 2761, Chingkuk bay to the Strait of Sunda.

*Publication*.—China Sea Pilot, Vol. I., 1916, pages 462, 465.

*Authority*.—H.M.S. *Ophir* Remark Book. (*H. 1621-19.*)

INDIA, WEST COAST.

*Telegraph Cable Buoys withdrawn.*

No. 163 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 781 of 1920), are republished :—

*Former Notice*.—No. 547 of 1920 (*this office Nos. 111 and 128 of 1920*) is hereby cancelled.

*Position*.—Lat.  $18^{\circ} 06'$  N., long.  $71^{\circ} 38'$  E.

*Details*.—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

*Charts which were temply. affected*.—No. 2736, Gulf of Kutch to Viziadrag.

" 826, Karachi to Vengurla.

" 1012, Arabian sea.

*Authority*.—Eastern Telegraph Company. (*H. 3011-20.*)

SOUTH AFRICA—ALGOA BAY.

*Port Elizabeth—Area for Mooring and Anchoring Lighters; Position of Mooring-Buoy.*

No. 164 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1920), are republished :—

(1) *Area for lighters*:

*Position*.—North jetty light, lat.  $33^{\circ} 57\frac{1}{2}'$  S., long.  $25^{\circ} 38'$  E.

*Details*.—Lighters are moored and anchored between the land and a line drawn in a  $43^{\circ}$  direction from the light at the outer extremity of the North jetty, for a distance of  $5\frac{1}{2}$  cables, and thence in a  $304^{\circ}$  direction to the shore.

*Remarks*.—The outer limits are to be indicated by pecked lines, and the note "*Moorings and Anchorage for Lighters*" is to be placed on the chart in this area.



## (2) Mooring-buoy:

*Position.*—At a distance of  $4\frac{1}{2}$  cables,  $43^{\circ}$ , from the light at the outer end of the North jetty.

*Description.*—A small mooring-buoy.

*Remarks.*—This mooring-buoy is for the use of the water boat.

*Chart affected.*—No. 641, Port Elizabeth, with plan.

*Publication.*—Africa Pilot, Part III., 1915, page 121.

*Authority.*—H.M.S. *Lowestoft*, Hydrographic Note No. 4 of 1920.  
(H. 2894-20.)

## NEW GUINEA, SOUTH COAST—GREAT NORTH-EAST CHANNEL.

*Fly River Approaches—Caution with regard to Tidal Streams.*

*No. 165 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 786 of 1920), are republished:—

*Position.*—Bramble cay, lat.  $9^{\circ} 08' S.$ , long.  $143^{\circ} 52' E.$

*Caution.*—The following cautionary note is to be placed on the charts midway between Bramble cay and Parama or Bampton island:—

## “CAUTION.”

“Owing to the proximity of Fly River the Tidal Streams are very strong and irregular, especially in the N. W. Monsoon season and at the change of seasons.”

*Charts affected.*—No. 2423, Boigu island to Cape Blackwood.  
„ 2422, Torres strait—north-east and east entrances.

*Publication.*—Australia Pilot, Vol. III, 1916, pages 194, 200.

*Authority.*—H.M.A. Chart Depot, Garden Island, Hydrographic Note No. 2 of 1920. (H. 2958-20.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Directions for steam vessels entering the port of Bombay.*

*No. 166 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M. of 1920), are republished:—

Steam vessels of any draft entering Bombay Harbour either by day or night should experience no difficulties although the Pilot Schooner has been brought in from her original station and is now anchored off Sunk Rock, they should attempt always to make the Bombay Floating Light moored in the fairway (Lat.  $18^{\circ} 50' N.$ , Long.  $72^{\circ} 44' 30'' E.$ ) thence steer a course to bring Prongs Reef Buoy in transit with Sunk Rock at a distance of not less than one mile, then the course should be altered direct for the Pilot Schooner or one mile east of Sunk Rock. During the Monsoon when the weather may be such as to make it difficult for the Mariner to distinguish the more conspicuous marks or during the cold weather months when great smoke haze lies over the town and surrounding country, the best time to make the Port is an hour before sunrise, the lights then being visible will enable the Mariner to obtain an accurate position, and it should be remembered that the Light Vessel is fitted with a submarine bell, also that both Prongs Reef and Thull Shoal are marked by Gas Buoys.

2. Pilotage is compulsory, no vessel is allowed to proceed north of Sunk Rock; Naval Ships, Royal Indian Marine Ships and other Government Vessels being exempted. All vessels making the Port should show their nationality and name to Prongs Light House as soon as possible on which Light House a Watch is kept night and day.

*Charts affected.*—No. 655, Port of Bombay.  
 „ 2621, Bombay Harbour.  
 „ 737, Arnala Island to Kundari island.

*Publication.*—West Coast of India Pilot, 1909, page 215.

*Authority.*—The Port Officer, Bombay, dated 26th May 1920.

The 8th June 1920.

#### MALACCA STRAIT.

##### *Penang Harbour—Light-Beacon and Buoy established.*

*No. 154 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 698 of 1920), are republished:—

*Former Notice.*—No. 1609 of 1919. (*This office No. 315 of 1919.*)

(a) Light-beacon established:

*Position.*—In the position of the beacon shown on the chart.

Lat.  $5^{\circ} 24' 20''$  N., long.  $100^{\circ} 20' 50''$  E.

*Description.*—A light-beacon painted in black and white horizontal bands, with white ball topmark, exhibiting a *fixed white* light.

(b) Buoy established:

*Position.*—Lat.  $5^{\circ} 23' 23''$  N., long.  $100^{\circ} 21' 30''$  E.

*Description.*—A white conical buoy, numbered “2.”

*Note.*—The positions given refer to chart No. 3732.

*Charts affected.*—No. 2732, Penang harbour.

„ 1366, Penang harbour and approaches.

„ 793, Butang group to Pulo Berhala.

*Publications.*—List of Lights, Part VI, 1920, No. 743 (Remarks).  
 China Sea Pilot, Vol. I, 1916, page 177.

*Authority.*—Harbour Master, Penang (*H. 1757-20.*)

#### SUMATRA—EAST COAST.

##### *Salat Rupal, Northern Entrance—Decreased Depths.*

*No. 155 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 699 of 1920), are republished:—

*Position.*—At a distance of about 4 miles north-eastward of Tanjong Senapies.

Lat.  $2^{\circ} 06' 20''$  N., long.  $101^{\circ} 19' 50''$  E.

*Details.*—Considerably less water than charted has been found between the banks in the vicinity of the above position, and the following note is to be inserted on the charts:—

“*Less water reported (1920).*”

*Charts affected.*—No. 795, Cape Rachado to Singapore.

„ 1355, Malacca strait.

*Publication.*—China Sea Pilot, Vol. I., 1916, page 126.

*Authority.*—Hague Notice No. 1103 of 1919. (*H. 3914-19.*)

## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

### *General Remarks.*

*No. 156 (second publication).—* The following particulars, etc., relative to the above, issued by the British Admiralty (No. 703 of 1920), are republished :—

*Former Notice.—*No. 478 of 1920 (*This Office No. 122 of 1920*);  
hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin Head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

### Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following :—

- (a) A *weather report*, which is an official statement of existing weather conditions; and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted

at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

#### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ... ..	VLA	} No details	No details.
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Is. ... ..	VLC		
Macquarie Is. Radio ... ..	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ... ..	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ... ..	KAV	1200,* 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu ... ..	MPD	0930, 2130	2700
Cleethorpes ... ..	BYB	0500, 1700	3000
“ Northern ” ... ..	BYB	0000	3000
“ Scandinavia ” ... ..	BYB	1300	3000
<b>HAWAIIAN Is.</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } 1830, 2230 }	? 600
<b>HOLLAND :</b>			
Scheveningen ... ..	PCH	1115, 2315	1800

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
INDIA :			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200
JAPAN :			
Choshi ... ..	JCS	1200*	600
Dairenwan .. ..	JDA	1200	600
Fukukaku ... ..	JKF	1130	600
MEDITERRANEAN :			
Rinella ... ..	BYZ	2100	2700
MEXICO :			
Campeche ... ..	XAB	} 1837* {	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
PHILIPPINES :			
Kavite ... ..	NPO	{ 0300 } { 1400 } *	952 5000 (Continuous wave.)
SAMOA :			
Tutuila ... ..	NPU	{ 0330, 0730 } { 1930, 2330 }	600
SOUTH AFRICA :			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
SPAIN :			
Madrid ... ..	EGC	1330	2000
UNITED STATES :			
Washington (Arlington) ... ..	NAA	0300* & 1700*	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300*	1500
S. Francisco ... ..	NPH	0600*	600 & 950
North Head ... ..	NPE	0600	600 & 950
S. Diego ... ..	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 1729/20.)

#### INDIA, WEST COAST—GOA COAST.

*Marmagao Harbour—Breakwater completed; New Lights established.*

*No. 157 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 717 of 1920), are republished :—

*Position.*—Marmagao point, lat. 15° 24½' N., long. 73° 47' E.

*Details.*—The accompanying reproduction of a portion of chart No. 492 shows the following :—

- (a) The position of the breakwater and mole, eastward of Marmagao point, which have now been completed.
- (b) A new light established on northern extremity of breakwater, with sectors.  
A light on extremity of mole.
- (c) Positions of various buoys in vicinity of breakwater and mole.

*Note.*—The red conical buoy off the extremity of the mole marks the end of the rubble base.

- (d) Minor amendments to chart in vicinity of quay wall and fort.
- (e) Amended position of signal station on Marmagao point.

*Remarks.*—Further details concerning the lights referred to above will be found in Section VIII of the Weekly edition of Admiralty Notices to Mariners (*week ending 1st May 1920*).

*Charts affected.*—No. 492, Aguada to St. George island.  
„ 740, Achra river to Cape Ramas.

*Publications.*—List of Lights, Part VI, 1920, Nos. 430, 430a.  
W. C. India Pilot, 1919, pages 178, 179.

*Authority.*—West of India Portuguese Railway Company  
(H. 1515-20.)



Reproduction of Portion of Chart No. 492.

in Cables



## CHINA SEA—GULF OF SIAM, BANGKOK RIVER ENTRANCE.

*Regent Light—Normal Character resumed.*

*No. 158 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 721 of 1920), are republished:—

*Former Notice.*—No. 541 of 1920. (*This Office No. 130 of 1920*); hereby cancelled.

*Position (approximate).*—On Bangkok river bar, lat.  $13^{\circ} 28\frac{1}{2}'$  N., long.  $100^{\circ} 34'$  E.

*Details.*—This light, which temporarily showed fixed white, has now resumed its normal character, *i.e.*, *occulting white* as shown in the Admiralty List of Lights.

*Charts which were temporarily affected.*—No. 999, Menam Chau fya or Bangkok river.  
 „ 2720, Koh Ta kut to Cape Liant.  
 „ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI, 1920, No. 1357.  
 China Sea Pilot, Vol. III., 1912, page 171.

*Authority.*—H. B. M. Consul-General, Bangkok. (*H. 2840-20.*)

*The 31st May 1920*

## RED SEA,—EASTERN SHORE.

*Kotunbul Island—Shoal reported eastward of.*

*No. 151 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1920), are republished:—

*Position (approximate).*—In the channel eastward of Kotunbul island  
 Lat.  $17^{\circ} 54' 05''$  N., long.  $41^{\circ} 39' 00''$  E.

*Depth.*— $1\frac{1}{2}$  fathoms.

*Chart affected.*—No. 8 (*d*), Red Sea—Sheet IV.

*Publication.*—Red Sea, &c., Pilot. 1909, page 349.

*Authority.*—H.M.S. *Clematis*. (*H. 2325-20.*)

## PHILIPPINE ISLANDS, LUZON—PORT OLONGAPO.

*Kubi Shoal—Buoy replaced by light-buoy.*

*No. 152 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 679 of 1920), are republished:—

*Position.*—On the northern extremity of Kubi shoal, and at a distance of about  $6\frac{1}{2}$  cables north-westward from Kubi point.

Lat.  $14^{\circ} 48\frac{1}{2}'$  N., long.  $120^{\circ} 15'$  E.

*Details.*—No. 4 red conical buoy has been replaced by a light-buoy exhibiting a *flashing white* light *every three seconds*.

*Charts affected.*—No. 931, Ports Subie and Silanguin.

„ 976, Manila bay.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 242.

*Authority.*—Manila Notice No. 4 of 1919. (*H. 1735-20.*)

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PHILIPPINE ISLANDS, LUZON—MANILA BAY ENTRANCE,  
BOCA CHICA.

*Guardia Shoal—Light-buoy replaced by buoy.*

*No. 153 (third publication).*—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 684 of 1920), are republished:—

*Position.*—On the south-eastern side of Guardia shoal.

Lat.  $14^{\circ} 24' N.$ , long.  $120^{\circ} 30' E.$

*Details.*—The light-buoy painted black with flashing white light, has been replaced by a black can buoy.

*Charts affected.*—No. 976, Manila bay, with plan.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 225.

*Authority.*—U.S.A. Hyd. Office notice No. 4030 of 1919. (*H. 9474-19.*)

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, JUNE 30, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 21st June 1920.

### PERSIAN GULF.

*Henjam Sound--Further details regarding the Buoy.*

*No. 167 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1920), are republished:—

*Former Notice.—*No. 24M., of 1920. (*This office No. 80 of 1920.*)

*Position.—*At a distance of about  $5\frac{1}{2}$  cables  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu ▲

Lat.  $26^{\circ} 41'$  N.

Long.  $55^{\circ} 55\frac{1}{2}'$  E.

*Details.—*The light on the above buoy will cease to be exhibited on July 1st, 1920, and the buoy itself will be replaced by an unlighted conical buoy, painted black, in September 1920.

*Variation.—* $2^{\circ}$  E.

*Charts affected.—*No. 3599, Plan of Henjam sound.  
„ 753, Entrance of the Persian gulf.

*Publications.—*Persian Gulf Pilot, 1915, page 208.  
Indian List of lights, 38th issue, 1919, No. 39.

*Authority.—*The Commanding Officer, R. I. M. S. *Nearchus*.

PERSIAN GULF—CAPE JASKH.

*New light established—Old light discontinued.*

No. 168 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M. of 1920), are republished:—

Date of exhibition 1st July 1920.

*New light established—*

(a) *Position*.—At a distance of about  $3\frac{1}{2}$  cables  $278^{\circ}$  (N.  $84^{\circ}$  W. Mag.) from the beacon on Cape Jaskh.

Lat.  $25^{\circ} 38' 15''$  N.

Long.  $57^{\circ} 45' 29''$  E.

*Abridged description*.—Lt. Gp. Fl. ev. 10 sec. vis. 7 M.

*Character*.—A group flashing white light every 10 seconds, showing two flashes of half a second each, eclipse between flashes  $2\frac{1}{4}$  seconds, between groups  $6\frac{1}{4}$  seconds.

*Visibility*.—7 miles.

*Elevation*.—37 feet.

*Structure*.—A small square stone house, the northern corner surmounted by a round tower, painted white, which carries the light. The summit of the tower is 23 feet.

*Old light discontinued—*

*Former Notice*.—No. 23-M. of 1920 (Admiralty No. 735 of 1914). (Calcutta notice No. 79 of 1920.)

(b) *Position*.—On southern tower of telegraph building.

*Details*.—The fixed light hitherto exhibited from the southern tower of the telegraph buildings will be permanently discontinued from 1st July 1920.

*Variation*.— $2^{\circ}$  E.

*Charts affected*.—No. 145, Plan of Jaskh Bay.

„ 753, Entrance of the Persian gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

„ 38, Maskat to Karachi.

*Publications*.—List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

Persian Gulf Pilot, 1915, page 189.

*Authority*.—The Commanding Officer, R. I. M. S. *Nearchus*, dated 18th May 1920.

RED SEA—EASTERN SHORE.

*Kamaran passage—Beacons erected.*

No. 169 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1920), are republished:—

*Former Notice*.—No. 39-M. of 1920. (*This office No. 113 of 1920.*)

(a) *Position*.—On the site occupied by the telegraph hut on Ras-el-Bayadh.

Lat.  $15^{\circ} 15\frac{1}{2}'$  N.

Long.  $42^{\circ} 35\frac{1}{2}'$  E.

(b) *Position*.—On the site occupied by the telegraph hut on Ras-el-Yemen.

Lat.  $15^{\circ} 16' N$ .

Long.  $42^{\circ} 34' E$

*Details*.—The above beacons which were notified in the former notice quoted as "being erected" have now been completely erected.

*Remarks*.—A further notice, giving full particulars of the beacons erected, will be issued.

*Charts affected*.—No. 543, Kamaran passage.

„ 143, Jebel Teir to Perim island.

*Publication*.—Red Sea and Gulf of Aden Pilot, 1909, page 362.

*Authority*.—The Port Officer, Aden, dated 18th May 1920.

#### PERSIAN GULF—HENJAM SOUND.

##### *Ras al Mushia—New light established.*

*No. 170 (first publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1920), are republished:—

*Position*.—At a distance of about  $3\frac{1}{2}$  cables,  $3^{\circ}$  from the old light on the telegraph building.

Lat.  $26^{\circ} 41' 30'' N$ .

Long.  $55^{\circ} 53' 31'' E$ .

*Abridged description*.—Lt. F. Red. 26 feet. vis. 6 m.

*Character*.—A fixed red light.

*Elevation*.—26 feet.

*Visibility*.—6 miles.

*Construction*.—An iron pillar imposed on a concrete plinth, surmounted by the lantern and gallery, the whole is painted white.

*Remarks*.—A further notice will be given when the old fixed white light on the telegraph building has been discontinued.

*Charts affected*.—No. 3599, Henjam sound.

„ 753, Entrance of the Persian gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

*Publications*.—Persian Gulf Pilot, 1915, page 209.

List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

*Authority*.—The Commanding Officer, R. I. M. S. "Nsarchus."

## PERSIAN GULF.

*Abu Shahr or Bushire—Alteration in Character of Outer and Inner Anchorage Light Buoys.*

No. 171 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M of 1920), are republished :—

*Outer Anchorage Light Buoy :—*

(a) *Position*.—At a distance of about 4 miles and  $2\frac{9}{10}$  cables  $262^{\circ}$  from Residency Flag Staff.

Lat.  $28^{\circ} 58' 32''$  N.

Long.  $50^{\circ} 44' 52''$  E.

*Inner Anchorage Light Buoy :—*

(b) *Position*.—At a distance of about 2 miles and  $4\frac{1}{10}$  cables,  $307^{\circ}$  from Residency Flag Staff.

Lat.  $29^{\circ} 06' 36''$  N.

Long.  $50^{\circ} 47' 26''$  E.

*Alteration*.—The lights on these light buoys are flashing white and flashing red, respectively, and not the occulting white and occulting red as now shown in the Admiralty publications.

*Chart affected*.—No. 27, Abu Shahr or Bushire.

*Publications*.—Persian Gulf Pilot, 1915, page 261-264.

Indian List of Lights, 38th Issue, 1919, Nos 34, 35.

*Authority*.—The Commanding Officer, R. I. M. S. "*Nearchus*", dated 25th May 1920.

## PERSIAN GULF.

*Shatt-al-Arab—Correct position of Fairway Light-Buoy.*

No. 172 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1920), are republished :—

*Former Admiralty Notice*.—No. 1705 of 1919. (*Calcutta No. 186 of 1919.*)

*Details*.—The correct position of the Fairway Light-Buoy is as follows.

*Position*.—At a distance of about 3 cables,  $321^{\circ}$ , from the former charted position and at a distance of about  $2\frac{1}{2}$  miles,  $141^{\circ}$ , from the Tidal Semaphore.

Lat.  $29^{\circ} 48' 09''$  N.

Long.  $48^{\circ} 44' 40''$  E.

*Chart affected*.—No. 1235, Mouth of the Euphrates.

*Publications*.—Persian Gulf Pilot, 1915, page 281.

Indian List of Lights, 38th Issue, 1919, No. 27.

*Authority*.—The Commanding Officer, R. I. M. S. "*Nearchus*", dated 26th May 1920.



## INDIA—WEST COAST.

*Goa-Mandovi river entrance—Annual extinction of leading lights.*

*No. 173 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1920), are republished :—

*Subject.*—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis-Magos, Verem and Marca Tejo will not be lighted from the 15th June to 15th August 1920, owing to the impracticability of the bar for navigation during the South-West Monsoon.

*Charts temporarily affected.*—No. 492, Aguada to St. George island.  
 „ 740, Achra river to Cape Ramas.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

## INDIA, WEST COAST—KATHIAWAR COAST.

*Diu Harbour—Annual extinction of leading lights.*

*No. 174 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1920), are republished :—

*Subject.*—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Cauraca, Forte de Limbor and Forte de Borra at Brancavara will cease to be lighted from 15th June to 31st August 1920.

*Chart temporarily affected.*—No. 50, Diu head to Gopnath point.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

## INDIA—WEST COAST.

*Rajpuri Point—“Whale Reef” buoy temporarily removed.*

*No. 175 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1920), are republished :—

*Position (approximate).*—Lat. 18° 17' 00" N.  
 Long. 72° 54' 50" E.

*Details.*—The Dewan of Janjira notifies that the red conical buoy, moored northward of Whale reef, off Rajpuri point, was removed for the South-West Monsoon on the 25th May 1920.

*Charts temporarily affected.*—No. 400, Janjira harbour.  
 „ 738, Kundari island to Boria pagoda.

*Authority.*—The Collector and Political Agent, Kolaba, dated Alibag, 1st June 1920.

INDIA—WEST COAST.

*Malvan Bay—Red Light-Boat temporarily removed.*

No. 176 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87 M. of 1920), are republished :—

*Position (approximate).*—Lat. 16° 02' 55" N.

Long. 73° 27' 45" E.

*Details.*—The red light-boat, exhibiting a red fixed light on the south eastward of the rock marked by a perch, was removed from her position on the 31st May 1920.

*Charts temporarily affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra river to Cape Ramas.

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, 2nd June 1920.

INDIA, EAST COAST—BAY OF BENGAL.

*Madras harbour, southern breakwater—Temporary light re-exhibited.*

No. 177 (first publication).—

*Former Notice.*—No. 333 of 1919.

*Subject.*—The temporary fixed red light at the end of the north arm of the southern breakwater has been re-exhibited.

*Position.*—Lat 13° 06' N., long. 80° 184' E.

*Visibility.*—3 miles.

*Charts affected.*—No. 575, Madras to Ramapatnam, with plan.

„ 71, Madras to Calimere point.

*Publications.*—List of lights, Part VI, 1920, No. 562.

Bay of Bengal Pilot 1910, page 218; Revised Supplement (3) 1918.

*Authority.*—Madras Notice to Mariners No. 23 of 1920.

The 14th June 1920.

GULF OF ADEN.

*Telegraph Cable Buoys withdrawn.*

No. 159 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 730 of 1920), are republished :—

*Former Notice.*—No. 546 of 1920 (this office No. 110 of 1920) is hereby cancelled.

*Position.*—Lat. 12° 57' N., long. 47° 59' E.

*Details.*—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

*Charts which were temporarily affected.*—No. 6b, Gulf of Aden—western portion.

„ 1012, Arabian sea.

„ 597, Delagoa bay to Cape Guardafui.

*Authority.*—The Eastern Telegraph Company. (H. 3011-20.)

## KOREA, EAST COAST.

*Won San Chin (Gensan Bay)—Alterations in Lighting.*

*No. 160 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 760 of 1920), are republished:—

## 1. Light established on new breakwater:

*Position.*—On western extremity of new breakwater, which extends westward from Chotoku to, and at a distance of  $2\frac{1}{10}$  cables,  $281^{\circ}$ , from Chotoku to lighthouse.

Chotoku to, lat.  $39^{\circ} 10\frac{1}{2}'$  N., long.  $127^{\circ} 26\frac{1}{2}'$  E.

*Abridged description.*—Lt. Fl., ev. 3 sec., 31 ft. vis. 11 m. (U).

*Characteristics:*

*Character.*—A flashing white light every three seconds.

*Elevation.*—31 feet.

*Visibility.*—11 miles.

*Structure.*—White square iron tower, 24 feet in height.

*Note.*—The light is unwatched.

*Remarks.*—The new breakwater above referred to, and mentioned in the Supplement to the Sailing Directions, has been completed.

## 2. Alteration in characteristics of light:

*Position.*—On eastern extremity of western breakwater.

*New abridged description.*—Lt. Fl., Red, ev. 3 sec. 31 ft. vis. 8 m. (U).

*Details.*—The flashing white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A flashing red light every three seconds.

*Elevation.*—31 feet.

*Visibility.*—8 miles.

*Structure.*—Red square iron tower.

*Note.*—The light is unwatched.

*Remarks.*—The note with regard to the harbour works in progress formerly marked by a light-buoy, is to be expunged from the chart.

*Chart affected.*—No. 54, Port Lazaref and Yung hing bay, with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 1799a, 1800.

E. C. Korea, etc., Pilot, 1913, pages 104, 105; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 12 of 1920 and Chosen Notice No. 34 of 1920. (H. 2657 & 2829-20).

## CHINA, SOUTH-EAST COAST—CANTON RIVER.

*Collinson Reach Barrier—Fog-Signal re-established.*

*No. 161 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 761 of 1920), are republished:—

*Position.*—At the light-station on the north side of the northern opening.

Lat.  $23^{\circ} 04\frac{1}{2}'$  N., long.  $113^{\circ} 27\frac{1}{2}'$  E.

*Description.*—A bell sounding one stroke every six seconds.

*Chart affected.*—No. 1742, Chu kiang or Canton river—sheet IV.

*Publications.*—List of Lights, Part VI, 1920, No. 1500.

China Sea Pilot, Vol. III, 1912, page 459.

*Authority.*—Shanghai Notice No. 556 of 16th February 1920. (H. 2505-20).

SUMATRA, WEST COAST—MENBAWI ISLANDS.

*North and South Pagi Islands—Discoloured Water reported eastward of.*

No. 162 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 770 of 1920), are republished :—

(1) *Position*.—At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat.  $2^{\circ} 31' 30''$  S., long.  $100^{\circ} 05' 00''$  E.

(2) *Position*.—At a distance of about  $4\frac{1}{2}$  miles eastward from Simapopo, on the east coast of South Pagi island.

Lat.  $2^{\circ} 54' 00''$  S., long.  $100^{\circ} 26' 00''$  E.

*Details*.—Patches of light green water were observed in the above positions by H.M.S. *Ophir*.

*Note*.—These positions on the chart are to be surrounded by danger lines and marked “Discoloured water reported (1920).”

*Chart affected*.—No. 2761, Chingkuk bay to the Strait of Sunda.

*Publication*.—China Sea Pilot, Vol. I, 1916, pages 462, 465.

*Authority*.—H.M.S. *Ophir* Remark Book. (H. 1621-19.)

INDIA, WEST COAST.

*Telegraph Cable Buoys withdrawn.*

No. 163 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 781 of 1920), are republished :—

*Former Notice*.—No. 547 of 1920 (this office Nos. 111 and 128 of 1920) is hereby cancelled.

*Position*.—Lat.  $18^{\circ} 06'$  N., long.  $71^{\circ} 38'$  E.

*Details*.—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

*Charts which were temply. affected*.—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

*Authority*.—Eastern Telegraph Company. (H. 3011-20.)

SOUTH AFRICA—ALGOA BAY.

*Port Elizabeth—Area for Mooring and Anchoring Lighters; Position of Mooring-buoy.*

No. 164 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1920), are republished :—

(1) *Area for lighters* :

*Position*.—North jetty light, lat.  $33^{\circ} 57\frac{1}{4}'$  S., long.  $25^{\circ} 38'$  E.

*Details*.—Lighters are moored and anchored between the land and a line drawn in a  $43^{\circ}$  direction from the light at the outer extremity of the North jetty, for a distance of  $5\frac{1}{2}$  cables, and thence in a  $304^{\circ}$  direction to the shore.

*Remarks*.—The outer limits are to be indicated by pecked lines, and the note “Moorings and Anchorage for Lighters” is to be placed on the chart in this area.

## (2) Mooring-buoy :

*Position.*—At a distance of  $4\frac{1}{2}$  cables,  $43^{\circ}$ , from the light at the outer end of the North jetty.

*Description.*—A small mooring-buoy.

*Remarks.*—This mooring-buoy is for the use of the water boat.

*Chart affected.*—No. 641, Port Elizabeth, with plan.

*Publication.*—Africa Pilot, Part III, 1915, page 121.

*Authority.*—H.M.S. Lowestoft, Hydrographic Note No. 4 of 1920.  
(H. 2894-20.)

## NEW GUINEA, SOUTH COAST—GREAT NORTH-EAST CHANNEL.

*Fly River Approaches—Caution with regard to Tidal Streams.*

*No. 165 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 786 of 1920), are republished :—

*Position.*—Bramble cay, lat.  $9^{\circ} 08' S.$ , long.  $143^{\circ} 52' E.$

*Caution.*—The following cautionary note is to be placed on the charts midway between Bramble cay and Parama or Bampton island :—

## "CAUTION."

"Owing to the proximity of Fly River the Tidal Streams are very strong and irregular, especially in the N. W. Monsoon season and at the change of seasons."

*Charts affected.*—No. 2423, Boigu island to Cape Blackwood.  
" 2422, Torres strait—north-east and east entrances.

*Publication.*—Australia Pilot, Vol. III, 1916, pages 194, 200.

*Authority.*—H.M.A. Chart Depôt, Garden Island, Hydrographic Note No. 2 of 1920. (H. 2958-20.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Directions for steam vessels entering the port of Bombay.*

*No. 166 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M. of 1920), are republished :—

Steam vessels of any draft entering Bombay Harbour either by day or night should experience no difficulties although the Pilot Schooner has been brought in from her original station and is now anchored off Sunk Rock, they should attempt always to make the Bombay Floating Light moored in the fairway (Lat.  $18^{\circ} 50' N.$ , Long.  $72^{\circ} 41' 30'' E.$ ), thence steer a course to bring Prongs Reef Buoy in transit with Sunk Rock at a distance of not less than one mile, then the course should be altered direct for the Pilot Schooner or one mile east of Sunk Rock. During the Monsoon when the weather may be such as to make it difficult for the Mariner to distinguish the more conspicuous marks or during the cold weather months when great smoke haze lies over the town and surrounding country, the best time to make the Port is an hour before sunrise, the lights then being visible will enable the Mariner to obtain an accurate position, and it should be remembered that the Light Vessel is fitted with a submarine bell, also that both Prongs Reef and Thull Shoal are marked by Gas Buoys.

2. Pilotage is compulsory: no vessel is allowed to proceed north of Sunk Rock; Naval Ships, Royal Indian Marine Ships and other Government Vessels being exempted. All vessels making the Port should show their nationality and name to Prongs Light House as soon as possible on which Light House a Watch is kept night and day.

*Charts affected.*—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari island.

*Publication.*—West Coast of India Pilot, 1909, page 215.

*Authority.*—The Port Officer, Bombay, dated 26th May 1920.

*The 8th June 1920.*

#### MALACCA STRAIT.

*Penang Harbour—Light-Beacon and Buoy established.*

*No. 151 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 698 of 1920), are republished:—

*Former Notice.*—No. 1609 of 1919. (*This office No. 315 of 1919.*)

(a) Light-beacon established:

*Position.*—In the position of the beacon shown on the chart.

Lat.  $5^{\circ} 24' 20''$  N., long.  $100^{\circ} 20' 50''$  E.

*Description.*—A light-beacon painted in black and white horizontal bands, with white ball topmark, exhibiting a *fixed white light*.

(b) Buoy established:

*Position.*—Lat.  $5^{\circ} 23' 23''$  N., long.  $100^{\circ} 21' 30''$  E.

*Description.*—A white conical buoy, numbered "2."

*Note.*—The positions given refer to chart No. 3732.

*Charts affected.*—No. 3732, Penang harbour.

„ 1366, Penang harbour and approaches.

„ 793, Butang group to Pulo Berhala.

*Publications.*—List of Lights, Part VI, 1920, No. 743 (Remarks).

China Sea Pilot, Vol. I, 1916, page 177.

*Authority.*—Harbour Master, Penang (*H. 1757-20.*)

#### SUMATRA—EAST COAST.

*Salat Rupert, Northern Entrance—Decreased Depths.*

*No. 155 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 699 of 1920), are republished:—

*Position.*—At a distance of about 4 miles north-eastward of Tanjong Senapies.

Lat.  $2^{\circ} 06' 20''$  N., long.  $101^{\circ} 19' 50''$  E.

*Details.*—Considerably less water than charted has been found between the banks in the vicinity of the above position, and the following note is to be inserted on the charts:—

“Less water reported (1920).”

*Charts affected.*—No. 795, Cape Rachado to Singapore.

„ 1355, Malacca strait.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 126.

*Authority.*—Hague Notice No. 1103 of 1919. (*H. 3914-15.*)



## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

*General Remarks.*

No. 156 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 703 of 1920), are re-published :—

Former Notice.—No. 478 of 1920 (*This Office No. 122 of 1920*); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

## COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

## Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following :—

- (a) A *weather report*, which is an official statement of existing weather conditions; and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted

at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List):

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

#### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awarui Radio ... ..	VLA	} No details	} No details.
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Is. ... ..	VLC		
Macquarie Is. Radio ... ..	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ... ..	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ... ..	KAV	1200*, 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu ... ..	MPD	0930, 2130	2700
Cleethorpes ... ..	BYB	0500, 1700	3000
“ “ Northern ” ... ..	BYB	0000	3000
“ “ Scandinavia ” ... ..	BYB	1300	3000
<b>HAWAIIAN IS.</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } { 1830, 2230 }	? 600
<b>HOLLAND :</b>			
Scheveningen ... ..	PCH	1115, 2315	1800

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
INDIA :			
Calcutta Radio ...	VWC	0730*, 1910	2000
Karachi Radio ...	VWK	0730, 1910	2000
Rangoon Radio ...	VTR		1200
Bombay Radio ...	VMB	0740, 1920	2000
Madras Radio ...	VWM		2000
Port Blair ...	VTP		1200
JAPAN :			
Choshi ...	JCS	1200*	600
Dairenwan ...	JDA	1200	600
Fukukaku ...	JKE	1130	600
MEDITERRANEAN :			
Rinella ...	BYZ	2100	2700
MEXICO :			
Campeche ...	XAB	1837*	600
Guaymas ...	XAH		
Mazatlan de Sinaloa ...	XAE		
Payo Obispo ...	XAC		
Vera Cruz ...	XAA		
PHILIPPINES :			
Kavite ...	NPO	{ 0300 } { 1400* }	952 5000 (Continuous wave.)
SAMOA :			
Tutuila ...	NPU	{ 0330, 0730 } { 1930, 2330 }	600
SOUTH AFRICA :			
Capetown Radio ...	MNC	1115	600
Durban Radio ...	VND	1115	600
SPAIN :			
Madrid ...	EGC	1330	2000
UNITED STATES :			
Washington (Arlington) ...	NAA	0300* & 1700*	2500
Annapolis ...	NBR	0130, 1330	1700
Key West ...	NAR	0300*	1500
S. Francisco ...	NPH	0600*	600 & 950
North Head ...	NPE	0600	600 & 950
S. Diego ...	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 1729, 20.)

### INDIA. WEST COAST—GOA COAST.

*Marmagao Harbour*—Breakwater completed; New Lights established.

*No. 157 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 717 of 1920), are republished :—

*Position.*—Marmagao point, lat. 15° 24' N., long. 73° 47' E.

*Details.*—The accompanying reproduction of a portion of chart No. 492 shows the following :—

- (a) The position of the breakwater and mole, eastward of Marmagao point, which have now been completed.
- (b) A new light established on northern extremity of breakwater, with sectors.  
A light on extremity of mole.
- (c) Positions of various buoys in vicinity of breakwater and mole.

*Note.*—The red conical buoy off the extremity of the mole marks the end of the rubble base.

- (d) Minor amendments to chart in vicinity of quay wall and fort.
- (e) Amended position of signal station on Marmagao point.

*Remarks.*—Further details concerning the lights referred to above will be found in Section VIII of the Weekly edition of Admiralty Notices to Mariners (week ending 1st May 1920).

*Charts affected.*—No. 492, Aguada to St. George island.  
.. 740, Achra river to Cape Ramas.

*Publications.*—List of Lights, Part VI, 1920, Nos. 430, 430a.  
W. C. India Pilot, 1919, pages 178, 179.

*Authority.*—West of India Portuguese Railway Company.  
(H. 1515-20.)



Reproduction of Portion of Chart No. 492.

0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000  
Cables

CHINA SEA—GULF OF SIAM, BANGKOK RIVER ENTRANCE.

*Regent Light—Normal Character resumed.*

*No. 158 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 721 of 1920), are republished :—

*Former Notice.*—No. 541 of 1920. (*This Office No. 130 of 1920*); hereby cancelled.

*Position (approximate).*—On Bangkok river bar, lat.  $13^{\circ} 28' N.$ , long.  $100^{\circ} 34' E.$

*Details.*—This light, which temporarily showed fixed white, has now resumed its normal character, *i.e.*, *occulting white* as shown in the Admiralty List of Lights.

*Charts which were temporarily affected.*—No. 999, Menam Chau fya or Bangkok river.

„ 2720, Koh Ta kut to Cape Liant.

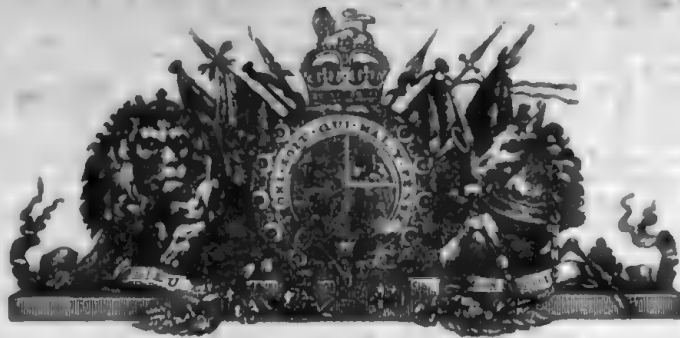
„ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI, 1920, No. 1357.  
China Sea Pilot, Vol. III., 1912, page 171.

*Authority.*—H. B. M. Consul-General, Bangkok. (*H. 2340-20.*)

W. K. THYNE, COMDR., R.I.M.

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, JULY 7, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,  
Secy. to the Govt. of Bengal.

CALCUTTA, the 28th June 1920.

#### JAPAN, INLAND SEA—HIROSHIMA WAN.

(1) *Nakano Se Light—Alteration in Characteristics.*

(2) *Yakata Ishi Light—Alteration in Character.*

No. 178 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1920), are republished :—

##### (1) *Nakano Se Light.*

*Position.*—Lat.  $34^{\circ} 16\frac{1}{2}'$  N., long.  $132^{\circ} 22\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., ev. 4 sec., 34 ft., vis. 10 m. (U).

*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics :—

*Character.*—A flashing white light every four seconds.

*Visibility.*—10 miles.

*Power.*—120 candles.

*Remarks.*—The light is unwatched. The other characteristics of the light remain unchanged.

##### (2) *Yakata Ishi Light.*

*Position.*—Lat.  $34^{\circ} 17\frac{1}{2}'$  N., long.  $132^{\circ} 28\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Red, ev. 4 sec., 19 ft., vis. 8 m. (U).

*Alteration.*—The character of the light has been altered from fixed white to flashing red every four seconds.

*Remarks.*—The light is unwatched; in other respects the light is unaltered.

*Charts affected.*—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1954, 1956.

Japan Pilot, 1914, pages 380, 382, 383.

*Authority.*—Tokyo Notices Nos. 403 and 409 of 1920. (H. 3134 & 3145/20.)



KOREA, EAST COAST—URUSAN HARBOUR, SOUTHERN APPROACH.

*Kanjari Kutsu—Light established.*

No. 179 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 815 of 1920), are republished :—

*Position*.—Lat.  $35^{\circ} 21' 35''$  N., long.  $129^{\circ} 21' 40''$  E.

*Abridged description*.—Lt. Gp. Fl. (2), ev. 6 sec., 84 ft., vis. 12 m. (U).

*Characteristics* :

*Character*.—A group flashing white light, showing two flashes every six seconds.

The two flashes occupy one and a half seconds, after which the light is eclipsed for four and a half seconds.

*Elevation*.—84 feet.

*Visibility*.—12 miles.

*Structure*.—White circular tower, 24 feet in height.

*Note*.—The light is unwatched.

*Charts affected*.—No. 3666, Fusan harbour to Chukupen bay.

„ 3480, Shangtung promontory to Nagasaki.

„ 2347, Honshū, Kiusin, and Shikoku, etc.

*Publications*.—List of Lights, Part VI, 1920, No. 1789.

E. C. Korea, etc., Pilot, 1913, page 93.

*Authority*.—Chosen Notice No. 61 of 1920. (H 3176/20.)

JAPAN—INLAND SEA.

*Nenashi Sho Light—Alteration in Characteristics.*

No. 180 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 816 of 1920), are republished :—

*Position*.—Lat.  $33^{\circ} 56\frac{1}{2}'$  N., long.  $132^{\circ} 29\frac{1}{4}'$  E.

*New abridged description*.—Lt. Fl., Red ev. 3 sec., 46 ft. vis. 10 m. (U).

*Details*.—The fixed white light has been replaced by a light having the undermentioned characteristics :—

*Character*.—A flashing red light every three seconds.

*Visibility*.—10 miles.

*Power*.—100 candles.

*Remarks*.—The light is unwatched. The other characteristics of the light remain unchanged.

*Charts affected*.—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications*.—List of Lights, Part VI, 1920, No. 1947.

Japan Pilot, 1914, page 371.

*Authority*.—Tokyo Notice No. 356 of 1920. (H. 3133/20.)

SOUTH AUSTRALIA.

*Gulf of St. Vincent—Magnetic Disturbance.*

No. 181 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 817 of 1920), are republished :—

*Position*.—Cape Jervis, lat.  $35^{\circ} 37'$  S., long.  $138^{\circ} 06'$  E.

*Details.*—A strong magnetic disturbance, causing the compass needle to swing about 6 points, was experienced on 12th March, 1920 in the Gulf of St. Vincent, between Cape Jervis and the parallel of latitude  $35^{\circ} 00' S$ .

The disturbance occurred in the evening and lasted for about 2½ hours.

*Charts temporarily affected.*—No. 2389, St. Vincent and Spencer gulfs.  
 „ 2759b, Australia—southern portion.

*Publication.*—Australia Pilot, Part I, 1918, page 284.

*Authority.*—H.M.A. Chart Depot, Garden Island, Hydrographic Note No. 4 of 1920. (*H.* 2961/20.)

### COCHIN CHINA, SAIGON RIVER ENTRANCE.

(1) *Point Ganh Rai*—Light established.

(2) *Rach Kai Gau entrance*—Light established.

(3) *Kangio bank light*—Arc of visibility.

*No. 182 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 818 of 1920), are republished:—

#### (1) **Point Ganh Rai.**

*Position.*—On the extremity of the westernmost of the two points at the northern end of Nui Ganh Rai.

Lat.  $10^{\circ} 23' 19'' N$ , long.  $107^{\circ} 03' 26'' E$ .

*Abridged description.*—Lt. F., Red, vis. 5 m.

*Details:*

*Character.*—A fixed red light.

*Visibility.*—5 miles.

*Structure.*—White framework pillar.

#### (2) **Rach Kai Gau Entrance.**

*Position.*—On the point at the southern side of the river entrance.

Lat.  $10^{\circ} 28' 40'' N$ , long.  $106^{\circ} 56' 22'' E$ .

*Abridged description.*—Lt. F., Green, vis. 4 m.

*Details:*

*Character.*—A fixed green light.

*Visibility.*—4 miles.

*Structure.*—White framework pillar.

#### (3) **Kangio Bank Light.**

*Position.*—Lat.  $10^{\circ} 24' N$ , long.  $107^{\circ} 00' E$ .

*Details.*—The light is visible from  $122^{\circ}$ , through south, to  $332^{\circ}$ .

*Charts affected.*—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam raph bay.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1406a, 1409, 1410a.  
 China Sea Pilot, Vol. III, 1912, pages 191, 193.

*Authority.*—Paris Notice No. 476 of 1920 and H.B.M. Consul, Saigon.  
 (*H.* 1745/20.)

## BORNEO, EAST COAST.

*River Mahakan (Kulei) Entrances—Alterations in Positions of Light-Buoy and Pilot Light Vessel.*

No. 183 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 819 of 1920), are republished:—

*New positions.—(a) Pilot light-vessel:*

At the entrance to Muara Bekapai, in the position formerly occupied by the red and black horizontally striped light-buoy with occulting white light.

Lat.  $0^{\circ} 56\frac{1}{2}'$  S., long.  $117^{\circ} 32'$  E.

*(b) Light-buoy:*

At the entrance to Muara Jawa, in the position formerly occupied by the pilot light-vessel with fixed white light.

Lat.  $1^{\circ} 00'$  S., long.  $117^{\circ} 11\frac{1}{2}'$  E.

*Remarks.*—The positions of the pilot light-vessel and light-buoy have been exchanged. Their characteristics are unaltered.

*Charts affected.*—No. 2662, Plan of River Mahakan.

„ 2636, North part of the Strait of Makassar.

„ 941b, Eastern Archipelago—sheet 2.

*Publications.*—List of Lights, Part VI, 1920, No. 1063.

Eastern Archipelago Pilot, Part II, 1913, pages 367, 368.

*Authority.*—Hague Notice No. 1034 of 1920. (H. 3202/20.)

## CHINA SEA—GULF OF SIAM.

*Ban Yao River Entrance—Light established.*

No. 184 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1920), are republished:—

*Position.*—On the north-western part of Koh Chik island.

Lat.  $12^{\circ} 17' 45''$  N., long.  $102^{\circ} 13' 00''$  E.

*Abridged description.*—(U) Lt. F., Red, 52 ft., vis. 6 m.

*Details:*

*Character.*—A fixed red light.

*Elevation.*—52 feet.

*Visibility.*—6 miles from  $22^{\circ}$  through east to the land.

*Structure.*—White iron structure, 49 feet in height.

*Note.*—The light is unwatched.

*Charts affected.*—No. 2721, Cape Liant to Koh Kut, with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 1376.

China Sea Pilot, Vol. III, 1912, page 158.

*Authority.*—Bangkok Notice No. 4 of 1920. (H. 3062/20.)

## CHINA SEA—GULF OF SIAM.

*Rayong Light—Alteration in Characteristics.*

No. 185 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 834 of 1920), are republished :—

*Position*.—Lat.  $12^{\circ} 39\frac{1}{2}'$  N., long.  $101^{\circ} 14\frac{1}{2}'$  E.

*New abridged description*.—Lt. F., Red, 46 ft., vis. 6 m. (U).

*Alteration*.—The occasional light has been replaced by a light having the undermentioned characteristics :—

*Character*.—A fixed red light.

*Elevation*.—46 feet.

*Visibility*.—6 miles.

*Structure*.—White wooden structure, 36 feet in height.

*Remarks*.—The light is unwatched.

*Chart affected*.—No. 2721, Cape Liant to Koh Kut.

*Publications*.—List of Lights, Part VI, 1920, No. 1370.

China Sea Pilot, Vol. III, 1912, page 162.

*Authority*.—Bangkok Notice No. 3 of 1920. (H. 3061/20.)

## CHINA SEA—GULF OF SIAM.

*Singora Light—Alteration in Character.*

No. 186 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1920), are republished :—

*Position*.—On the summit of Pagoda hill.

Lat.  $7^{\circ} 12\frac{1}{2}'$  N., long.  $100^{\circ} 35\frac{1}{2}'$  E.

*New abridged description*.—Lt. F., 352 ft., vis. 10 m.

*Alteration*.—The character of the light has been altered from occulting to fixed white.

*Charts affected*.—No. 998, Pulo Kapas to Lakon roads, with plan.  
„ 2414, Gulf of Siam.

*Publications*.—List of Lights, Part VI., 1920, No. 1352.

China Pilot, Vol. III., 1912, page 123 ; Supplement No. 4, 1919.

*Authority*.—Bangkok Notice No. 1 of 1920. (H. 3060/20.)

## JAPAN—HOKUSHŪ, SOUTH COAST.

*Chikyu Misaki—Light established.*

No. 187 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1920), are republished :—

*Position*.—Lat.  $42^{\circ} 18' 07''$  N., long.  $140^{\circ} 59' 46''$  E.

*Abridged description*.—Lt. Gp. Fl. (2), ev. 30 sec., 319 ft., vis. 25 m.

*Details* :

*Character*.—A group flashing white light, showing two flashes every thirty seconds, thus :

Two flashes occupying 8 seconds, followed by an eclipse of 22 seconds.

*Elevation*.—319 feet.

*Visibility*.—25 miles.

*Power*.—90,000 candles.

*Structure*.—White octagonal concrete tower, 40 feet in height.

*Charts affected*.—No. 3507, Mororan ko.  
 „ 3591, Iburi wan or Uchiura wan.  
 „ 452, Hokushū island.  
 „ 2405, The Kuril islands.  
 „ 2459, North-west Pacific ocean, &c.

*Publications*.—List of Lights, Part VI., 1920, No. 2100.  
 Japan Pilot, 1914, page 751.

*Authority*.—Tokyo Notice No. 476 of 1920. (H. 3146 20.)

#### AUSTRALIA—EAST COAST.

*Crowdy Head Light*—Intended alteration in Characteristics. Signal station to be discontinued.

No. 188 (first publication).

*Subject*.—The Fixed White Light with Red Sector on Crowdy Head will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the signal station will be discontinued, on or about 1st September, 1920.

*Position*.—Lat. 31° 51' S., long. 152° 46' E. on Chart No. 1024.

*Details*.—The Fixed White Light with Red Sector will be replaced by a New Light having the under-mentioned characteristics ;—

*Character*.—Group Flashing White Light, with Red Sector, showing two flashes in quick succession every six seconds thus ;

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	$4\frac{1}{2}$ secs.

*Visibility*.—White, 12 miles. Red, 6 miles.

*Power*.—White 1500 candles. Red, 600 candles.

*Remarks*.—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

*Note*.—No further notice will be given.

*Charts affected*.—No. 1024, Port Stephens to Tacking Point with plan of Crowdy Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

*Publications*.—List of Lights and Time Signals, Part VI., 1920, No. 2572.

Australia Pilot, Vol. III, 1916, page 73.

*Authority*.—Melbourne Notice No. 9 of 1920.

#### AUSTRALIA—MOVEMENTS OF SUBMARINES.

No. 189 (first publication).—The following information is published by request of the Naval Board, Melbourne :—

- (1) The vessel escorting Submarines on passage will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of Submarines in company.
- (2) When Submarines are exercising diving and torpedo firing in Port Phillip either a Submarine on the surface or the surface vessel taking part in these exercises will fly a large red flag at masthead.

*Authority*.—Melbourne Notice No. 10 of 1920.

## SOUTH AUSTRALIA—SPENCER GULF.

*Franklin harbour—Light established.*

*No. 190 (first publication).—*The President of the Marine Board, Adelaide, has given Notice (No. 1 of 1920) that on and after the night of April 12th, 1920, a fixed white light will be exhibited so as to act as a back lead to the navigation light at sea end of jetty. It will be carried on a pole attached to the side of old jetty, distant about 1,350 ft. behind the navigation light and with its focal plane 8 ft. above it. When in line with the navigation light it will indicate the centre of the dredged channel approaching the jetty, the bearing of lights in line being  $316^{\circ}$  (N.  $48\frac{1}{2}^{\circ}$  W. mag.).

*Approximate position.*—Lat.  $33^{\circ} 41' 14''$  S., long.  $136^{\circ} 56'$  E.

*Charts affected.*—Nos. 785, 2389; also survey of channel dated 1914.

*Publications affected.*—Australia Directory, chapter IV., page 223; and Australia Pilot, Vol. 1, chapter IV., page 185.

List of Lights, Part VI, 1920, page 307.

## SOUTH AUSTRALIA—RIVOLI BAY.

*Glen Point—Black perch buoy adrift and not to be replaced.*

*No. 191 (first publication).—*The President of the Marine Board, Adelaide, has given Notice (No. 2 of 1920) that the Black Perch Buoy which has hitherto marked the Eastern Edge of the Reef at Glen Point has got adrift from its moorings, and it is not intended to replace it.

*Approximate position.*—Lat.  $37^{\circ} 30\frac{1}{4}'$  S., long.,  $140^{\circ} 1\frac{1}{4}'$  E.

*Charts affected.*—Nos. 1014 and 1062, and plan 1007.

*Publications affected.*—Australia Directory, 1907, Vol. 1, page 373; and Australia Pilot, 1918, Vol. 1, page 339.

## AUSTRALIA—EAST COAST.

*Wide Bay Bar—Amended directions for navigation.*

*No. 192 (first publication).—*The Portmaster, Brisbane, has given Notice (No. 2 of 1920) of the following amended directions for the navigation of the Bar:—

*North Channel.*—The square beacons on Hook Point should be kept open twice their own width to the northward until the Inskip lead opens once and a half the width of the beacons to the westward. Then haul up gradually, bringing the Inskip beacons into line before passing the red buoy off Hook Point. Then proceed as formerly directed. A depth of 12 feet at L.W.O.S.T. will be obtained.

*South Channel.*—The triangular beacons on Hook Point should be kept open six or seven times their own width to the northward until the Inskip lead comes into line. Then proceed as formerly directed. A depth of 9 feet (at present), at L.W.O.S.T. will be obtained.

*Charts affected.*—Nos. 1030, 1068; Australia Directory, Vol. II.



*The 21st June 1920,*

## PERSIAN GULF.

*Henjam Sound—Further details regarding the Buoy.*

*No. 167 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1920), are republished:—

*Former Notice.*—No. 24M., of 1920. (*This office No. 80 of 1920.*)

*Position.*—At a distance of about  $5\frac{1}{2}$  cables  $196^{\circ}$  (S.  $14^{\circ}$  W. Mag.) from Ras Khargu ▲

Lat.  $26^{\circ} 41'$  N.

Long.  $55^{\circ} 55\frac{1}{2}'$  E.

*Details.*—The light on the above buoy will cease to be exhibited on July 1st, 1920, and the buoy itself will be replaced by an unlighted conical buoy, painted black, in September 1920.

*Variation.*— $2^{\circ}$  E.

*Charts affected.*—No. 3599, Plan of Henjam sound.

„ 753, Entrance of the Persian gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.

Indian List of lights, 38th issue, 1919, No. 39.

*Authority.*—The Commanding Officer, R. I. M. S. *Nearchus*.

## PERSIAN GULF—CAPE JASKH.

*New light established—Old light discontinued.*

*No. 168 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M. of 1920), are republished:—

Date of exhibition 1st July 1920.

*New light established—*

(a) *Position*—At a distance of about  $3\frac{1}{2}$  cables  $278^{\circ}$  (N.  $84^{\circ}$  W. Mag.) from the beacon on Cape Jaskh.

Lat.  $25^{\circ} 38' 15''$  N.

Long.  $57^{\circ} 47' 29''$  E.

*Abridged description.*—Lt. Gp. Fl. ev. 10 sec. vis. 7 M.

*Character.*—A group flashing white light every 10 seconds, showing two flashes of half a second each, eclipsed between flashes  $2\frac{1}{2}$  seconds, between groups  $6\frac{1}{2}$  seconds.

*Visibility.*—7 miles.

*Elevation.*—37 feet.

*Structure.*—A small square stone house, the northern corner surmounted by a round tower, painted white, which carries the light. The summit of the tower is 23 feet.

*Old light discontinued—*

*Former Notice.*—No. 23-M. of 1920 (Admiralty No. 735 of 1914).  
(Calcutta notice No. 79 of 1920.)

(b) *Position*.—On southern tower of telegraph building.

*Details*.—The fixed light hitherto exhibited from the southern tower of the telegraph buildings will be permanently discontinued from 1st July 1920.

*Variation*.—2° E.

*Charts affected*.—No: 145, Plan of Jaskh bay.

„ 753, Entrance of the Persian gulf.

„ 2837a, Persian gulf, Eastern Sheet.

„ 38, Maskat to Karachi.

*Publications*.—List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

Persian Gulf Pilot, 1915, page 189.

*Authority*.—The Commanding Officer, R. I. M. S. *Nearchus*, dated 18th May 1920.

#### RED SEA—EASTERN SHORE.

##### *Kamaran passage—Beacons erected.*

*No. 169 (second publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1920), are republished:—

*Former Notice*.—No. 39-M. of 1920. (*This office No. 113 of 1920.*)

(a) *Position*.—On the site occupied by the telegraph hut on Ras-el-Bayadh.

Lat. 15° 15½' N.

Long. 42° 35½' E.

(b) *Position*.—On the site occupied by the telegraph hut on Ras-el-Yemen.

Lat. 15° 16½' N.

Long. 42° 34½' E.

*Details*.—The above beacons which were notified in the former notice quoted as “being erected” have now been completely erected.

*Remarks*.—A further notice, giving full particulars of the beacons erected, will be issued.

*Charts affected*.—No. 543, Kamaran passage.

„ 143, Jebel Teir to Perim island.

*Publication*.—Red Sea and Gulf of Aden Pilot, 1909, page 362.

*Authority*.—The Port Officer, Aden, dated 18th May 1920.

#### PERSIAN GULF—HENJAM SOUND.

##### *Ras al Mashia—New light established.*

*No. 170 (second publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1920), are republished:—

*Position*.—At a distance of about 3½ cables, 3° from the old light on the telegraph building.

Lat. 26° 41' 30" N.

Long. 55° 53' 31" E.

*Abridged description.*—Lt. F. Red. 26 feet. vis. 6 m.

*Character.*—A fixed red light.

*Elevation.*—26 feet.

*Visibility.*—6 miles.

*Construction.*—An iron pillar imposed on a concrete plinth, surmounted by the lantern and gallery, the whole is painted white.

*Remarks.*—A further notice will be given when the old fixed white light on the telegraph building has been discontinued.

*Charts affected.*—No. 3599, Henjam sound.

„ 753, Entrance of the Persian gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 209.

List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

*Authority.*—The Commanding Officer, R. I. M. S. "*Nearchus*."

#### PERSIAN GULF.

##### *Abu Shahr or Bushire—Alteration in Character of Outer and Inner Anchorage Light Buoys.*

No. 171 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1920), are republished:—

##### *Outer Anchorage Light Buoy:—*

(a) *Position.*—At a distance of about 4 miles and  $2\frac{8}{10}$  cables 262' from Residency Flag Staff.

Lat.  $28^{\circ} 58' 32''$  N.

Long.  $50^{\circ} 44' 52''$  E.

##### *Inner Anchorage Light Buoy:—*

(b) *Position.*—At a distance of about 2 miles and  $4\frac{8}{10}$  cables, 307' from Residency Flag Staff.

Lat.  $29^{\circ} 00' 36''$  N.

Long.  $50^{\circ} 47' 26''$  E.

*Alteration.*—The lights on these light buoys are flashing white and flashing red, respectively, and not the occulting white and occulting red as now shown in the Admiralty publications.

*Chart affected.*—No. 27, Abu Shahr or Bushire:

*Publications.*—Persian Gulf Pilot, 1915, page 261-264.

Indian List of Lights, 38th Issue, 1919, Nos. 34, 35.

*Authority.*—The Commanding Officer, R. I. M. S. "*Nearchus*", dated 25th May 1920.

## PERSIAN GULF.

*Shatt-al-Arab—Correct position of Fairway Light-Buoy.*

*No. 172 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1920), are republished:—

*Former Admiralty Notice.*—No. 1705 of 1919. (*Calcutta No. 186 of 1919.*)

*Details.*—The correct position of the Fairway Light-Buoy is as follows.

*Position.*—At a distance of about 3 cables,  $321^{\circ}$ , from the former charted position and at a distance of about  $2\frac{1}{2}$  miles,  $141^{\circ}$ , from the Tidal Semaphore.

Lat.  $29^{\circ} 48' 09''$  N.

Long.  $48^{\circ} 44' 40''$  E.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publications.*—Persian Gulf Pilot, 1915, page 281.  
Indian List of Lights, 38th Issue, 1919, No. 27.

*Authority.*—The Commanding Officer, R. I. M. S. "*Nearchus*", dated 26th May 1920.

## INDIA—WEST COAST.

*Goa-Mandovi river entrance—Annual extinction of leading lights.*

*No. 173 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1920), are republished:—

*Subject.*—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis-Magos, Verem and Marca Tejo will not be lighted from the 15th June to 15th August 1920, owing to the impracticability of the bar for navigation during the South-West Monsoon.

*Charts temporarily affected.*—No. 492, Aguada to St. George island.  
„ 740, Achra river to Cape Ramas.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

## INDIA, WEST COAST—KATHIAWAR COAST.

*Diu Harbour—Annual extinction of leading lights.*

*No. 174 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1920), are republished:—

*Subject.*—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Cauraca, Forte de Limbor and Forte de Borra at Brancavara will cease to be lighted from 15th June to 31st August 1920.

*Chart temporarily affected.*—No. 50, Diu head to Goapnath point.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

INDIA—WEST COAST.

*Rajpuri Point*—"Whale Reef" buoy temporarily removed.

*No. 175 (second publication).*—The following particulars, etc., relative to the above issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1920), are republished :—

*Position (approximate).*—Lat.  $18^{\circ} 17' 00''$  N.

Long.  $72^{\circ} 54' 50''$  E.

*Details.*—The Dewan of Janjira notifies that the red conical buoy, moored northward of Whale reef, off Rajpuri point, was removed for the South-West Monsoon on the 25th May 1920.

*Charts temporarily affected.*—No. 400, Janjira harbour.

„ 738, Kundari island to Boria pagoda.

*Authority.*—The Collector and Political Agent, Kolaba, dated Alibag, 1st June 1920.

INDIA—WEST COAST.

*Malvan Bay*—Red Light-Boat temporarily removed.

*No. 176 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87 M. of 1920), are republished :—

*Position (approximate).*—Lat.  $16^{\circ} 02' 55''$  N.

Long.  $73^{\circ} 27' 45''$  E.

*Details.*—The red light-boat, exhibiting a red fixed light on the south eastward of the rock marked by a perch, was removed from her position on the 31st May 1920.

*Charts temporarily affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra river to Cape Ramas.

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, 2nd June 1920.

INDIA, EAST COAST—BAY OF BENGAL.

*Madras harbour, southern breakwater*—Temporary light re-exhibited.

*No. 177 (second publication).*—

*Former Notice.*—No. 333 of 1919.

*Subject.*—The temporary fixed red light at the end of the north arm of the southern breakwater has been re-exhibited.

*Position.*—Lat  $13^{\circ} 06'$  N., long.  $80^{\circ} 18\frac{1}{2}'$  E.

*Visibility.*—3 miles.

*Charts affected.*—No. 575, Madras to Ramapatnam, with plan.

„ 71, Madras to Calimere point.

*Publications.*—List of lights, Part VI, 1920, No. 562.

Bay of Bengal Pilot 1910, page 218; Revised Supplement (3) 1918.

*Authority.*—Madras Notice to Mariners No. 23 of 1920.

*The 14th June 1920.*

# GULF OF ADEN.

## *Telegraph Cable Buoys withdrawn.*

*No. 159 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 730 of 1920), are republished:—

*Former Notice.*—No. 546 of 1920 (*this office No. 110 of 1920*) is hereby cancelled.

*Position.*—Lat.  $12^{\circ} 57' N.$ , long.  $47^{\circ} 59' E.$

*Details.*—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

*Charts which were temporarily affected.*—No. 6b, Gulf of Aden—western portion.

1012, Arabian sea.

597, Delagoa bay to Cape Guardafui.

*Authority.*—The Eastern Telegraph Company. (*H. 3011-20.*)

# KOREA, EAST COAST.

## *Won San Chin (Gensan Bay)—Alterations in Lighting.*

*No. 160 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 760 of 1920), are republished:—

### 1. Light established on new breakwater:

*Position.*—On western extremity of new breakwater, which extends westward from Chotoku to, and at a distance of  $2\frac{1}{6}$  cables,  $281^{\circ}$ , from Chotoku to lighthouse.

Chotoku to, lat.  $39^{\circ} 10\frac{1}{2}' N.$ , long.  $127^{\circ} 26\frac{1}{2}' E.$

*Abridged description.*—Lt. Fl., ev. 3 sec., 31 ft. vis. 11 m. (U).

#### Characteristics:

*Character.*—A flashing white light every three seconds.

*Elevation.*—31 feet.

*Visibility.*—11 miles.

*Structure.*—White square iron tower, 24 feet in height.

*Note.*—The light is unwatched.

*Remarks.*—The new breakwater above referred to, and mentioned in the Supplement to the Sailing Directions, has been completed.

### 2. Alteration in characteristics of light:

*Position.*—On eastern extremity of western breakwater.

*New abridged description.*—Lt. Fl., Red, ev. 3 sec. 31 ft. vis. 8 m. (U).

*Details.*—The flashing white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A flashing red light every three seconds.

*Elevation.*—31 feet.

*Visibility.*—8 miles.

*Structure.*—Red square iron tower.



*Note.*—The light is unwatched.

*Remarks.*—The note with regard to the harbour works in progress formerly marked by a light-buoy, is to be expunged from the chart.

*Chart affected.*—No. 54, Port Lazaref and Yung hing bay, with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 1799a, 1800.  
E. C. Korea, etc., Pilot, 1913, pages 104, 105; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 12 of 1920 and Chosen Notice No. 34 of 1920. (H. 2657 & 2829-20).

#### CHINA, SOUTH-EAST COAST—CANTON RIVER.

*Collinson Reach Barrier—Fog-Signal re-established.*

*No. 161 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 761 of 1920), are re-published:—

*Position.*—At the light-station on the north side of the northern opening.

Lat.  $23^{\circ} 04\frac{1}{2}'$  N., long.  $113^{\circ} 27\frac{1}{2}'$  E.

*Description.*—A bell sounding one stroke every six seconds.

*Chart affected.*—No. 1742, Chu kiang or Canton river—sheet IV.

*Publications.*—List of Lights, Part VI, 1920, No. 1500.

China Sea Pilot, Vol. III, 1912, page 459.

*Authority.*—Shanghai Notice No. 556 of 16th February 1920. (H. 2505-20).

#### SUMATRA, WEST COAST—MENBAWI ISLANDS.

*North and South Pagi Islands—Discoloured Water reported eastward of.*

*No. 162 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 770 of 1920), are re-published:—

(1) *Position.*—At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat.  $2^{\circ} 31' 30''$  S., long.  $100^{\circ} 05' 00''$  E.

(2) *Position.*—At a distance of about  $4\frac{1}{2}$  miles eastward from Simapopo, on the east coast of South Pagi island.

Lat.  $2^{\circ} 54' 00''$  S., long.  $100^{\circ} 26' 00''$  E.

*Details.*—Patches of light green water were observed in the above positions by H.M.S. *Ophir*.

*Note.*—These positions on the chart are to be surrounded by danger lines and marked "Discoloured water reported (1920)."

*Chart affected.*—No. 2761, Chingkuk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 462, 465.

*Authority.*—H.M.S. *Ophir* Remark Book. (H. 1621-19.)

## INDIA, WEST COAST

*Telegraph Cable Buoys withdrawn.*

No. 163 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 781 of 1920), are republished:—

*Former Notice.*—No. 547 of 1920 (this office Nos. 111 and 128 of 1920) is hereby cancelled.

*Position.*—Lat.  $18^{\circ} 06' N.$ , long.  $71^{\circ} 38' E.$

*Details.*—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

*Charts which were temply. affected.*—No. 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

*Authority.*—Eastern Telegraph Company. (H. 3011-20.)

## SOUTH AFRICA—ALGOA BAY.

*Port Elizabeth—Area for Mooring and Anchoring Lighters; Position of Mooring-Buoy.*

No. 164 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1920), are republished:—

(1) Area for lighters:

*Position.*—North jetty light, lat.  $33^{\circ} 57' S.$ , long.  $25^{\circ} 38' E.$

*Details.*—Lighters are moored and anchored between the land and a line drawn in a  $43^{\circ}$  direction from the light at the outer extremity of the North jetty, for a distance of  $5\frac{1}{2}$  cables, and thence in a  $304^{\circ}$  direction to the shore.

*Remarks.*—The outer limits are to be indicated by pecked lines and the note “*Moorings and Anchorage for Lighters*” is to be placed on the chart in this area.

(2) Mooring-buoy:

*Position.*—At a distance of  $4\frac{1}{2}$  cables,  $43^{\circ}$ , from the light at the outer end of the North jetty.

*Description.*—A small mooring-buoy.

*Remarks.*—This mooring-buoy is for the use of the water boat.

*Chart affected.*—No. 641, Port Elizabeth, with plan.

*Publication.*—Africa Pilot, Part III, 1915, page 121.

*Authority.*—H.M.S. *Lowestoft*, Hydrographic Note No. 4 of 1920.  
(H. 2894-20.)

## NEW GUINEA, SOUTH COAST—GREAT NORTH-EAST CHANNEL.

*Fly River Approaches—Caution with regard to Tidal Streams.*

No. 165 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 786 of 1920), are republished:—

*Position.*—Bramble cay, lat.  $9^{\circ} 08' S.$ , long.  $143^{\circ} 52' E.$

*Caution.*—The following cautionary note is to be placed on the charts midway between Bramble cny and Parama or Bampton island :—

“ CAUTION.”

“Owing to the proximity of Fly River the Tidal Streams are very strong and irregular, especially in the N. W. Monsoon season and at the change of seasons.”

*Charts affected.*—No. 2423, Boigu island to Cape Blackwood.

„ 2422, Torres strait—north-east and east entrances.

*Publication.*—Australia Pilot, Vol. 1H, 1916, pages 194, 200.

*Authority.*—H.M.A. Chart Depôt, Garden Island, Hydrographic Note No. 2 of 1920. (H. 2958-20.)

INDIA, WEST COAST—BOMBAY HARBOUR.

*Directions for steam vessels entering the port of Bombay.*

No. 166 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M. of 1920), are republished :—

Steam vessels of any draft entering Bombay Harbour either by day or night should experience no difficulties although the Pilot Schooner has been brought in from her original station and is now anchored off Sunk Rock, they should attempt always to make the Bombay Floating Light moored in the fairway (Lat.  $18^{\circ} 50' N.$ , Long.  $72^{\circ} 44' 30'' E.$ ), thence steer a course to bring Prongs Reef Buoy in transit with Sunk Rock at a distance of not less than one mile, then the course should be altered direct for the Pilot Schooner or one mile east of Sunk Rock. During the Monsoon when the weather may be such as to make it difficult for the Mariner to distinguish the more conspicuous marks or during the cold weather months when great smoke haze lies over the town and surrounding country, the best time to make the Port is an hour before sunrise, the lights then being visible will enable the Mariner to obtain an accurate position, and it should be remembered that the Light Vessel is fitted with a submarine bell, also that both Prongs Reef and Thull Shoal are marked by Gas Buoys.

2. Pilotage is compulsory: no vessel is allowed to proceed north of Sunk Rock; Naval Ships, Royal Indian Marine Ships and other Government Vessels being exempted. All vessels making the Port should show their nationality and name to Prongs Light House as soon as possible on which Light House a Watch is kept night and day.

*Charts affected.*—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari island.

*Publication.*—West Coast of India Pilot, 1909, page 215.

*Authority.*—The Port Officer, Bombay, dated 26th May 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, JULY 14, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 5th July 1920.

### MADAGASCAR, NORTH-EAST COAST.

#### *Vohemar Bay—Leading Lights and Light established.*

No. 193 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 851 of 1920), are republished :—

#### (1) Leading lights :

##### (a) Front light :

*Position*.—On the pyramid beacon situated on the northern side of the entrance, at a distance of  $3\frac{3}{4}$  cables,  $295^{\circ}$  from the signal mast on Vohemar point.

Lat.  $13^{\circ} 23\frac{1}{2}'$  S., long.  $50^{\circ} 01\frac{1}{2}'$  E.

*Abridged description*.—Lt. F., Red, vis. 8 m. (*occasl.*)

#### Characteristics :

*Character*.—A fixed red light.

*Elevation*.—16 feet.

*Visibility*.—8 miles.

*Structure*.—Pyramidal beacon, painted in black and white horizontal bands.

*Remarks*.—This light is only shown when requested or when a ship is expected.

(b) Rear light:

*Position.*—At a distance of 18½ cables, 260°, from front light.

*Abridged description.*—Lt. F., vis. 12 m.

*Characteristics:*

*Character.*—A fixed white light.

*Visibility.*—12 miles.

*Structure.*—Pyramidal beacon, 20 feet high, painted in black and white horizontal bands.

*Remarks.*—This beacon is incorrectly shown about one cable southward of the above position on chart No. 679, which is to be corrected accordingly.

(2) Light:

*Position.*—On Vohemar point, at a distance of 2 cables, 236°, from the signal mast.

*Abridged description.*—Lt. F., Gn. (occasl.).

*Characteristics:*

*Character.*—A fixed green light.

*Structure.*—Lamp post.

*Remarks.*—This light is only shown when requested or when a ship is expected.

*Charts affected.*—No. 679, Plan of Vohemar bay.

„ 758, Cape St. Andrew to Antongil bay.

*Publications.*—List of Lights, Part VI, 1920, Nos. 189a, 190, 191.

South Indian Ocean Pilot, 1911, page 256; Supplement No. 5, 1919.

*Authority*—Journal Officiel de Madagascar. (H. 291-20.)

BAY OF BENGAL—EAST COAST—MALAY PENINSULA.

*Malacca Strait entrance—Wreckage reported.*

*No. 194 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1920), are republished:—

*Details.*—The Master of SS. “Upada” reports that he passed a floating spar, apparently attached to a wreck, projecting about 15 feet above water in the following position:—

*Position.*—Lat. 6° 41½' N.

Long. 98° 03' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 842, Sayer Island to Langkawi Island.

„ 830, Bassein River to Pulo Penang.

„ 70, Bay of Bengal.

*Authority.*—The Port Officer, Bombay, dated 8th June 1920.

RED SEA—EASTERN SHORE.

*Kamaran Passage—Further information with regard to beacons.*

*No. 195 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1920), are republished :—

*Former Notice.—*No. 79M. of 1920. (*This office No. 169 of 1920.*)

*Bacons established :—*

(a) *Position.—*On the sites occupied by the Telegraph huts on Ras-el-Bayadh and Ras-el-Yemmen respectively.

*Details.—*Two steel lattice work beacons each 26 feet high and painted red have been erected respectively in the above positions.

*Beacon no longer exists :—*

(b) *Position.—*At a distance of about 5½ cables 279° from Ras-el-Yemmen.

*Details.—*The beacon 25 feet in height, situated in the above position, does not exist and should be expunged from the Admiralty charts.

*Remarks.—*This beacon is not shewn in the latest edition of the Admiralty Chart No. 543.

*Charts affected.—*No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication.—*Red Sea and Gulf of Aden Pilot, 1909, pages 362, 366.

*Authority.—*The Port Officer, Aden, dated 31st May 1920.

INDIA—WEST COAST.

*Kathiawar Coast—Direlect reported.*

*No. 196 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1920), are republished :—

*Details.—*The Master of SS. "Pentakota" reports having passed an abandoned Dhow in the following position :—

*Position.—*Lat. 20° 28' N.

Long. 68° 30' E.

*Caution.—*Mariners are hereby warned accordingly.

*Charts temporarily affected.—*No. 1420, Dwarka Point to Diu Head.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Authority.—*Navy Wireless, Bombay, dated 14th June 1920.

*The 28th June 1920.*

JAPAN, INLAND SEA—HIROSHIMA WAN.

(1) *Nakano Se Light—Alteration in Characteristics.*

(2) *Yakata Ishi Light—Alteration in Character.*

*No. 178 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1920), are republished :—

(1) **Nakano Se Light.**

*Position.—*Lat. 34° 16½' N., long. 132° 22½' E.

*New abridged description.—*Lt. Fl., ev. 4 sec., 34 ft., vis. 10 m. (U).



*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics :—

*Character.*—A *flashing white light every four seconds.*

*Visibility.*—10 miles.

*Power.*—120 candles.

*Remarks.*—The light is unwatched. The other characteristics of the light remain unchanged.

## (2) Yakata Ishi Light.

*Position.*—Lat.  $34^{\circ} 17\frac{1}{2}'$  N., long.  $132^{\circ} 28\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Red, ev. 4 sec., 19 ft., vis. 8 m. (U).

*Alteration.*—The character of the light has been altered from fixed white to *flashing red every four seconds.*

*Remarks.*—The light is unwatched; in other respects the light is unaltered.

*Charts affected.*—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1954, 1956.

Japan Pilot, 1914, pages 380, 382, 383.

*Authority.*—Tokyo Notices Nos. 403 and 409 of 1920. (H. 3134 & 3146/20.)

## KOREA, EAST COAST—URUSAN HARBOUR, SOUTHERN APPROACH.

### Kanjari Kutsu—Light established.

*No. 179 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 815 of 1920), are republished :—

*Position.*—Lat.  $35^{\circ} 21' 35''$  N., long.  $129^{\circ} 21' 40''$  E.

*Abridged description.*—Lt. Gp. Fl. (2), ev. 6 sec., 84 ft., vis. 12 m. (U).

*Characteristics :*

*Character.*—A *group flashing white light, showing two flashes every six seconds.*

The two flashes occupy one and a half seconds, after which the light is eclipsed for four and a half seconds.

*Elevation.*—84 feet.

*Visibility.*—12 miles.

*Structure.*—White circular tower, 24 feet in height.

*Note.*—The light is unwatched.

*Charts affected.*—No. 3686, Fusan harbour to Chukupen bay.

„ 3480, Shangtung promontory to Nagasaki.

„ 2347, Honshū, Kiusiu, and Shikoku, etc.

*Publications.*—List of Lights, Part VI, 1920, No. 1789.

E. C. Korea, etc., Pilot, 1913, page 93.

*Authority.*—Chosen Notice No. 61 of 1920. (H. 3176/20.)

## JAPAN—INLAND SEA.

### Nenashi Sho Light—Alteration in Characteristics.

*No. 180 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 816 of 1920), are republished :—

*Position.*—Lat.  $33^{\circ} 56\frac{1}{2}'$  N., long.  $132^{\circ} 29\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Red ev. 3 sec., 46 ft., vis. 10 m. (U).

*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A *flashing red* light every three seconds.

*Visibility.*—10 miles.

*Power.*—100 candles.

*Remarks.*—The light is unwatched. The other characteristics of the light remain unchanged.

*Charts affected.*—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, No. 1947.

Japan Pilot, 1914, page 371.

*Authority.*—Tokyo Notice No. 356 of 1920. (*H. 3133/20.*)

#### SOUTH AUSTRALIA.

##### *Gulf of St. Vincent—Magnetic Disturbance.*

*No. 181 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 817 of 1920), are republished:—

*Position.*—Cape Jervis, lat.  $35^{\circ} 37' S.$ , long.  $138^{\circ} 06' E.$

*Details.*—A strong magnetic disturbance, causing the compass needle to swing about 6 points, was experienced on 12th March 1920 in the Gulf of St. Vincent, between Cape Jervis and the parallel of latitude  $35^{\circ} 00' S.$

The disturbance occurred in the evening and lasted for about  $2\frac{1}{2}$  hours.

*Charts temporarily affected.*—No. 2389, St. Vincent and Spencer gulfs.

„ 2759b, Australia—southern portion.

*Publication.*—Australia Pilot, Part I, 1918, page 284.

*Authority.*—H.M.A. Chart Depot, Garden Island, Hydrographic Note No. 4 of 1920. (*H. 2961/20.*)

#### COCHIN CHINA, SAIGON RIVER ENTRANCE.

(1) *Point Ganh Rai—Light established.*

(2) *Rach Kai Gau entrance—Light established.*

(3) *Kangio bank light—Arc of visibility.*

*No. 182 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 818 of 1920), are republished:—

##### (1) **Point Ganh Rai.**

*Position.*—On the extremity of the westernmost of the two points at the northern end of Nui Ganh Rai.

Lat.  $10^{\circ} 23' 19'' N.$ , long.  $107^{\circ} 03' 26'' E.$

*Abridged description.*—Lt. F., Red, vis. 5 m.

*Details:*

*Character.*—A fixed red light.

*Visibility.*—5 miles.

*Structure.*—White framework pillar.

**(2) Rach Kai Gau Entrance.**

*Position.*—On the point at the southern side of the river entrance.

Lat.  $10^{\circ} 28' 40''$  N., long.  $106^{\circ} 56' 22''$  E.

*Abridged description.*—Lt. F., Green, vis. 4 m.

*Details:*

*Character.*—A fixed green light.

*Visibility.*—4 miles.

*Structure.*—White framework pillar.

**(3) Kanglo Bank Light.**

*Position.*—Lat.  $10^{\circ} 24\frac{1}{2}'$  N., long.  $107^{\circ} 00\frac{1}{2}'$  E.

*Details.*—The light is visible from  $122^{\circ}$ , through south, to  $332^{\circ}$ .

*Charts affected.*—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1406a, 1409, 1410a.  
China Sea Pilot, Vol. III, 1912, pages 191, 193.

*Authority.*—Paris Notice No. 476 of 1920 and H.B.M. Consul, Saigon.  
(H. 1745/20.)

**BORNEO, EAST COAST.*****River Mahakan (Kutei) Entrances—Alterations in Positions of Light-Buoy and Pilot Light Vessel.***

*No. 183 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 819 of 1920), are republished:—

*New positions.*—(a) Pilot light-vessel:

At the entrance to Muara Bekapai, in the position formerly occupied by the red and black horizontally striped light-buoy with occulting white light.

Lat.  $0^{\circ} 56\frac{1}{2}'$  S., long.  $117^{\circ} 32'$  E.

(b) Light-buoy:

At the entrance to Muara Jawa, in the position formerly occupied by the pilot light-vessel with fixed white light.

Lat.  $1^{\circ} 00'$  S., long.  $117^{\circ} 11\frac{1}{2}'$  E.

*Remarks.*—The positions of the pilot light-vessel and light-buoy have been exchanged. Their characteristics are unaltered.

*Charts affected.*—No. 2662, Plan of River Mahakan.

„ 2636, North part of the Strait of Makassar.

„ 911b, Eastern Archipelago—sheet 2.

*Publications.*—List of Lights, Part VI, 1920, No. 1063.

Eastern Archipelago Pilot, Part II, 1913, pages 367, 368.

*Authority.*—Hague Notice No. 1034 of 1920. (H. 3202/20.)

**CHINA SEA—GULF OF SIAM.*****Ban Yao River Entrance—Light established.***

*No. 184 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1920), are republished:—

*Position.*—On the north-western part of Koh Chik island.

Lat.  $12^{\circ} 17' 45''$  N., long.  $102^{\circ} 13' 00''$  E.

*Abridged description.*—(U) Lt. F., Red, 52 ft., vis. 6 m.

*Details :*

*Character.*—A fixed red light.

*Elevation.*—52 feet.

*Visibility.*—6 miles from 22° through east to the land.

*Structure.*—White iron structure, 49 feet in height.

*Note.*—The light is unwatched.

*Charts affected.*—No. 2721, Cape Liant to Koh Kut, with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 1376.

China Sea Pilot, Vol. III, 1912, page 158.

*Authority.*—Bangkok Notice No. 4 of 1920. (H. 3062/20.)

CHINA SEA—GULF OF SIAM.

*Rayong Light—Alteration in Characteristics.*

No. 185 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 834 of 1920), are republished :—

*Position.*—Lat. 12° 39½' N., long. 101° 14½' E.

*New abridged description.*—Lt. F., Red, 46 ft., vis. 6 m. (U).

*Alteration.*—The occasional light has been replaced by a light having the undermentioned characteristics :—

*Character.*—A fixed red light.

*Elevation.*—46 feet.

*Visibility.*—6 miles.

*Structure.*—White wooden structure, 36 feet in height.

*Remarks.*—The light is unwatched.

*Chart affected.*—No. 2721, Cape Liant to Koh Kut.

*Publications.*—List of Lights, Part VI, 1920, No. 1370.

China Sea Pilot, Vol. III, 1912, page 162.

*Authority.*—Bangkok Notice No. 3 of 1920. (H. 3061/20.)

CHINA SEA—GULF OF SIAM.

*Singora Light—Alteration in Character.*

No. 186 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1920), are republished :—

*Position.*—On the summit of Pagoda hill.

Lat. 7° 12½' N., long. 100° 35½' E.

*New abridged description.*—Lt. F., 352 ft., vis. 10 m.

*Alteration.*—The character of the light has been altered from occulting to fixed white.

*Charts affected.*—No. 998, Pulo Kapas to Lakon roads, with plan.  
" 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI., 1920, No. 1352.

China Pilot, Vol. III., 1912, page 123; Supplement  
No. 4, 1919.

*Authority.*—Bangkok Notice No. 1 of 1920. (H. 3060/20.)

## JAPAN—HOKUSHŪ, SOUTH COAST.

*Chikyu Misaki—Light established.*

No. 187 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1920), are republished :—

*Position.*—Lat.  $42^{\circ} 18' 07''$  N., long.  $140^{\circ} 59' 46''$  E.

*Abridged description.*—Lt. Gp. Fl. (2). *ev.* 30 sec., 319 ft., *vis.* 25 m.

*Details :*

*Character.*—A group flashing white light, showing two flashes every thirty seconds, thus :

Two flashes occupying 8 seconds, followed by an eclipse of 22 seconds.

*Elevation.*—319 feet.

*Visibility.*—25 miles.

*Power.*—90,000 candles.

*Structure.*—White octagonal concrete tower, 40 feet in height.

*Charts affected.*—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

„ 452, Hokushū island.

„ 2405, The Kuril islands.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI., 1920, No. 2100.

Japan Pilot, 1914, page 751.

*Authority.*—Tokyo Notice No. 476 of 1920. (H. 3146-20.)

## AUSTRALIA—EAST COAST.

*Crowdy Head Light—Intended alteration in Characteristics. Signal station to be discontinued.*

No. 188 (second publication).

*Subject.*—The Fixed White Light with Red Sector on Crowdy Head will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the signal station will be discontinued, on or about 1st September, 1920.

*Position.*—Lat.  $31^{\circ} 51'$  S., long.  $152^{\circ} 46'$  E. on Chart No. 1024.

*Details.*—The Fixed White Light with Red Sector will be replaced by a New Light having the under-mentioned characteristics ;—

*Character.*—Group Flashing White Light, with Red Sector showing two flashes in quick succession every six seconds thus ;

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—White, 12 miles. Red, 6 miles.

*Power.*—White 1500 candles. Red, 600 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1024, Port Stephens to Tacking Point with plan of Crowdy Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1920, No. 2573.

Australia Pilot, Vol. III, 1916, page 73.

*Authority.*—Melbourne Notice No. 9 of 1920.

AUSTRALIA—MOVEMENTS OF SUBMARINES.

*No. 189 (second publication).*—The following information is published by request of the Naval Board, Melbourne:—

- (1) The vessel escorting Submarines on passage will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of Submarines in company.
- (2) When Submarines are exercising diving and torpedo firing in Port Phillip either a Submarine on the surface or the surface vessel taking part in these exercises will fly a large red flag at masthead.

*Authority.*—Melbourne Notice No. 10 of 1920.

SOUTH AUSTRALIA—SPENCER GULF.

*Franklin harbour—Light established.*

*No. 190 (second publication).*—The President of the Marine Board, Adelaide, has given Notice (No. 1 of 1920) that on and after the night of April 12th, 1920, a fixed white light will be exhibited so as to act as a back lead to the navigation light at sea end of jetty. It will be carried on a pole attached to the side of old jetty, distant about 1,350 ft. behind the navigation light and with its focal plane 8 ft. above it. When in line with the navigation light it will indicate the centre of the dredged channel approaching the jetty, the bearing of lights in line being  $316^{\circ}$  (N.  $48\frac{1}{2}^{\circ}$  W. mag.).

*Approximate position.*—Lat.  $33^{\circ} 41' 14''$  S., long.  $136^{\circ} 56'$  E.

*Charts affected.*—Nos. 785, 2389; also survey of channel dated 1914.

*Publications affected.*—Australia Directory, chapter IV., page 223; and Australia Pilot, Vol. 1, chapter IV., page 185.

List of Lights, Part VI, 1920, page 307.

SOUTH AUSTRALIA—RIVOLI BAY.

*Glen Point—Black perch buoy adrift and not to be replaced.*

*No. 191 (second publication).*—The President of the Marine Board, Adelaide, has given Notice (No. 2 of 1920) that the Black Perch Buoy which has hitherto marked the Eastern Edge of the Reef at Glen Point has got adrift from its moorings, and it is not intended to replace it.

*Approximate position.*—Lat.  $37^{\circ} 30\frac{1}{4}'$  S., long.  $140^{\circ} 14'$  E.

*Charts affected.*—Nos. 1014 and 1062, and plan 1007.

*Publications affected.*—Australia Directory, 1907, Vol. 1, page 373; and Australia Pilot, 1918, Vol. 1, page 339.

AUSTRALIA—EAST COAST.

*Wide Bay Bar—Amended directions for navigation.*

*No. 192 (second publication).*—The Portmaster, Brisbane, has given Notice (No. 2 of 1920) of the following amended directions for the navigation of the Bar:—

*North Channel.*—The square beacons on Hook Point should be kept open twice their own width to the northward until the Inskip lead opens once and a-half the width of the beacons to the westward. Then haul up gradually, bringing the Inskip beacons into line before passing the red buoy off Hook Point. Then proceed as formerly directed. A depth of 12 feet at L.W.O.S.T. will be obtained.



*South Channel.*—The triangular beacons on Hook Point should be kept open six or seven times their own width to the northward until the Inskip lead comes into line. Then proceed as formerly directed. A depth of 9 feet (at present), at L.W.O.S.T. will be obtained.

*Charts affected.*—Nos. 1030, 1068; Australia Directory, Vol. II.

*The 21st June 1920.*

#### PERSIAN GULF.

*Henjam Sound—Further details regarding the Buoy.*

*No. 167 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1920), are republished:—

*Former Notice.*—No. 24M., of 1920. (*This office No. 80 of 1920.*)

*Position.*—At a distance of about 5½ cables 196° (S. 14° W. Mag.) from Ras Khargu ▲

Lat. 26° 41' N.

Long. 55° 55½' E.

*Details.*—The light on the above buoy will cease to be exhibited on July 1st, 1920, and the buoy itself will be replaced by an unlighted conical buoy, painted black, in September 1920.

*Variation.*—2° E.

*Charts affected.*—No. 3599, Plan of Henjam sound.

„ 753, Entrance of the Persian gulf.

*Publications.*—Persian Gulf Pilot, 1915, page 208.

Indian List of lights, 38th issue, 1919, No. 39.

*Authority.*—The Commanding Officer, R. I. M. S. *Nearchus*.

#### PERSIAN GULF—CAPE JASKH.

*New light established—Old light discontinued.*

*No. 168 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M. of 1920), are republished:—

Date of exhibition 1st July 1920.

*New light established—*

(a) *Position*—At a distance of about 3½ cables 278° (N. 84° W. Mag.) from the beacon on Cape Jaskh.

Lat. 25° 38' 15" N.

Long. 57° 45' 29" E.

*Abridged description.*—Lt. Gp. Fl. ev. 10 sec. vis. 7 M.

*Character.*—A group flashing white light every 10 seconds showing two flashes of half a second each, eclipse between flashes 2½ seconds, between groups 6½ seconds.

*Visibility.*—7 miles.

*Elevation.*—37 feet.

*Structure.*—A small square stone house, the northern corner surmounted by a round tower, painted white, which carries the light. The summit of the tower is 23 feet.

*Old light discontinued—*

*Former Notice.*—No. 23-M. of 1920 (Admiralty No. 735 of 1914). (Calcutta notice No. 79 of 1920.)

(b) *Position*.—On southern tower of telegraph building.

*Details*.—The fixed light hitherto exhibited from the southern tower of the telegraph buildings will be permanently discontinued from 1st July 1920.

*Variation*.—2° E.

*Charts affected*.—No. 145, Plan of Jaskh bay.

„ 753, Entrance of the Persian gulf.

„ 2837a, Persian gulf, Eastern Sheet.

„ 38, Maskat to Karachi.

*Publications*.—List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

Persian Gulf Pilot, 1915, page 189.

*Authority*.—The Commanding Officer, R. I. M. S. *Nearchus*, dated 18th May 1920.

#### RED SEA—EASTERN SHORE.

##### *Kamaran passage—Beacons erected.*

*No. 169 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1920), are republished:—

*Former Notice*.—No. 39-M. of 1920. (*This office No. 113 of 1920.*)

(a) *Position*.—On the site occupied by the telegraph hut on Ras-el-Bayadh:

Lat. 15° 15½' N.

Long. 42° 35½' E.

(b) *Position*.—On the site occupied by the telegraph hut on Ras-el-Yemen.

Lat. 15° 16½' N.

Long. 42° 34½' E.

*Details*.—The above beacons which were notified in the former notice quoted as “being erected” have now been completely erected.

*Remarks*.—A further notice, giving full particulars of the beacons erected, will be issued.

*Charts affected*.—No. 543, Kamaran passage.

„ 143, Jebel Teir to Perim island.

*Publication*.—Red Sea and Gulf of Aden Pilot, 1909, page 362.

*Authority*.—The Port Officer, Aden, dated 18th May 1920.

#### PERSIAN GULF—HENJAM SOUND.

##### *Ras al Mashia—New light established.*

*No. 170 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1920), are republished:—

*Position*.—At a distance of about 3½ cables, 3° from the old light on the telegraph building.

Lat. 26° 41' 30" N.

Long. 55° 53' 31" E.

*Abridged description.*—Lt. F. Red. 26 feet. vis. 6 m.

*Character.*—A fixed red light.

*Elevation.*—26 feet.

*Visibility.*—6 miles.

*Construction.*—An iron pillar imposed on a concrete plinth, surmounted by the lantern and gallery, the whole is painted white.

*Remarks.*—A further notice will be given when the old fixed white light on the telegraph building has been discontinued.

*Charts affected.*—No. 3599, Henjam sound.

„ 753, Entrance of the Persian gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 209.

List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

*Authority.*—The Commanding Officer, R. I. M. S. "*Nearchus*."

#### PERSIAN GULF.

*Abu Shahr or Bushire—Alteration in Character of Outer and Inner Anchorage Light Buoys.*

No. 171 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1920), are republished :—

*Outer Anchorage Light Buoy :—*

(a) *Position.*—At a distance of about 4 miles and  $2\frac{6}{10}$  cables  $262^{\circ}$  from Residency Flag Staff.

Lat.  $28^{\circ} 58' 32''$  N.

Long.  $50^{\circ} 44' 52''$  E.

*Inner Anchorage Light Buoy :—*

(b) *Position.*—At a distance of about 2 miles and  $4\frac{8}{10}$  cables,  $307^{\circ}$  from Residency Flag Staff.

Lat.  $29^{\circ} 00' 36''$  N.

Long.  $50^{\circ} 47' 26''$  E.

*Alteration.*—The lights on these light buoys are flashing white and flashing red, respectively, and not the occulting white and occulting red as now shown in the Admiralty publications.

*Chart affected.*—No. 27, Abu Shahr or Bushire.

*Publications.*—Persian Gulf Pilot, 1915, page 261-264.

Indian List of Lights, 38th Issue, 1919, Nos. 34, 35.

*Authority.*—The Commanding Officer, R. I. M. S. "*Nearchus*", dated 25th May 1920.

## PERSIAN GULF.

*Shatt-al-Arab—Correct position of Fairway Light-Buoy.*

No. 172 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1920), are republished :—

*Former Admiralty Notice.*—No. 1705 of 1919. (*Calcutta No. 186 of 1919.*)

*Details.*—The correct position of the Fairway Light-Buoy is as follows.

*Position.*—At a distance of about 3 cables,  $321^{\circ}$ , from the former charted position and at a distance of about  $2\frac{1}{2}$  miles,  $141^{\circ}$ , from the Tidal Semaphore.

Lat.  $29^{\circ} 48' 09''$  N.

Long.  $48^{\circ} 44' 40''$  E.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publications.*—Persian Gulf Pilot, 1915, page 281.  
Indian List of Lights, 38th Issue, 1919, No. 27.

*Authority.*—The Commanding Officer, R. I. M. S. "*Nearchus*", dated 26th May 1920.

## INDIA—WEST COAST.

*G. a-Mandovi river entrance—Annual extinction of leading lights.*

No. 173 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1920), are republished :—

*Subject.*—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Mulim, Reis-Magos, Verem and Marca Tejo will not be lighted from the 15th June to 15th August 1920, owing to the impracticability of the bar for navigation during the South-West Monsoon.

*Charts temporarily affected.*—No. 492, Aguada to St. George island.  
" 740, Achra river to Cape Ramas.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

## INDIA, WEST COAST—KATHIAWAR COAST.

*Diu Harbour—Annual extinction of leading lights.*

No. 174 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1920), are republished :—

*Subject.*—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Cauraca, Forte de Limbor and Forte de Borra at Brancavara will cease to be lighted from 15th June to 31st August 1920.

*Chart temporarily affected.*—No. 50, Diu head to Goapnath point.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

## INDIA—WEST COAST.

*Rajpuri Point*—"Whale Reef" buoy temporarily removed.

*No. 175 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1920), are republished :—

*Position (approximate).*—Lat.  $18^{\circ} 17' 00''$  N.

Long.  $72^{\circ} 54' 50''$  E.

*Details.*—The Dewan of Janjira notifies that the red conical buoy, moored northward of Whale reef, off Rajpuri point, was removed for the South-West Monsoon on the 25th May 1920.

*Charts temporarily affected.*—No. 400, Janjira harbour.

„ 738, Kundari island to Boria pagoda.

*Authority.*—The Collector and Political Agent, Kolaba, dated Alibag, 1st June 1920.

## INDIA—WEST COAST.

*Malvan Bay*—Red Light-Boat temporarily removed.

*No. 176 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87 M. of 1920), are republished :—

*Position (approximate).*—Lat.  $16^{\circ} 02' 55''$  N.

Long.  $73^{\circ} 27' 45''$  E.

*Details.*—The red light-boat, exhibiting a red fixed light on the south eastward of the rock marked by a perch, was removed from her position on the 31st May 1920.

*Charts temporarily affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra river to Cape Ramas.

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, 2nd June 1920.

## INDIA, EAST COAST—BAY OF BENGAL.

*Madras harbour, southern breakwater*—Temporary light re-exhibited.

*No. 177 (third publication).*—

*Former Notice.*—No. 333 of 1919.

*Subject.*—The temporary fixed red light at the end of the north arm of the southern breakwater has been re-exhibited.

*Position.*—Lat  $13^{\circ} 06'$  N., long.  $80^{\circ} 18\frac{1}{2}'$  E.

*Visibility.*—3 miles.

*Charts affected.*—No. 575, Madras to Ramapatnam, with plan.

„ 71, Madras to Calimere point.

*Publications.*—List of lights, Part VI, 1920, No. 562.

Bay of Bengal Pilot 1910, page 218; Revised Supplement (3) 1918.

*Authority.*—Madras Notice to Mariners No. 23 of 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, JULY 28, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 12th July 1920.

#### INDIA—WEST COAST, GULF OF CAMBAY.

##### *Gogha or Goga—Light extinguished.*

*No. 197 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 93M. of 1920), are republished :—

*Position.*—Lat.  $21^{\circ} 40\frac{1}{2}'$  N.  
Long.  $72^{\circ} 15\frac{1}{2}'$  E.

*Details.*—The red fixed light, on the south side of entrance to Gogha or Goga creek, has been damaged by cyclone and will not be exhibited until further notice.

*Charts temporarily affected.*—No. 1035, Piram Island to Bhavnagar.  
„ 51, Gulf of Cambay.  
„ 2736, Gulf of Kutch to Viziadurg.  
„ 826, Karachi to Vengurla.  
„ 1012, Arabian Sea.

*Publications.*—West Coast of India Pilot, 1909, page 265.  
List of Lights, Part VI, 1920, No. 363.  
Indian List of Lights, 38th issue, 1919, No. 72.

*Authority.*—The Commissioner of Salt and Excise, Northern Division, Kharaghoda, dated 17th June 1920.

#### AFRICA—EAST COAST.

##### *Macuti Point—Light re-exhibited.*

*No. 198 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1920), are republished :—

Former Notice—No. 14-M, and 69-M. of 1920.]

*Date exhibited.*—15th June 1920.



*Position.*—On the north-eastward of Macuti Point.

Lat.  $19^{\circ} 50' S.$   
Long.  $84^{\circ} 54' E.$

*Details.*—A white revolving light every twenty-two seconds which was temporarily extinguished, has been re-exhibited.

*Remarks.*—The particulars of light are the same as described in the Admiralty list of lights.

*Charts, which were temporarily affected.*—No. 1003, Beira Harbour.  
„ 648, Delagoa Bay to River Zambzi.

*Publications.*—East Coast of Africa Pilot, Part III, 1915, page 224.  
List of Lights, Part VI, 1920, No. 76.

*Authority.*—The Port Officer Beira, dated 10th May 1920.

#### INDIA—WEST COAST.

*Buoys between Alibag and Bhalkal removed for the South West Monsoon.*

*No. 199 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1920), are republished :—

Former Notice No. 87-M. of 1920. (*This Office No. 176 of 1920.*)

*Details.*—The following buoys were removed from their positions for the South West Monsoon on the dates noted against them :—

Alibag Reef Buoy	...	15th May 1920.
Bankot Creek Buoy	...	22nd May 1920.
Ambalgarh Reef Buoy	...	16th May 1920.
Malvan Rock Buoy	...	25th May 1920.
Malvan Port Harbour	...	31st May 1920.
Malvan Johnston Castle Rock Buoy	...	26th May 1920.
Malvan Rajkot Fort Buoy	...	24th May 1920.
Chaldea Rock Buoy	...	22nd May 1920.
Vengurla Bubra Rock Buoy	...	19th May 1920.
Vengurla Harbour Buoy	...	20th May 1920.
Bhalkul Rock Buoy	...	16th May 1920.
Modeshwar Dart Rock Buoy	...	13th May 1920.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, 15th June 1920.

#### INDIA—WEST COAST.

*Bombay Harbour—New Beacon Destroyed.*

*No. 200 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99M. of 1920), are republished :—

*Position.*—At a distance of about  $2\frac{3}{4}$  cables  $344^{\circ}$  from Tucker Beacon.  
Lat.  $18^{\circ} 56' 16'' N.$   
Long.  $72^{\circ} 52' 26'' E.$

*Details.*—The new Beacon, surmounted by a triangle, situated in the above position, has been washed away and will not be re-erected.

*Charts affected.*—No. 655, Port of Bombay.  
„ 2621, Bombay Harbour.

*Publication.*—West Coast of India Pilot, 1909, page 221.

*Authority.*—The Port Officer, Bombay, dated 24th June 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

*Bhaunagar Light-house Destroyed.*

No. 201 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1920), are republished:—

*Position*.—Lat.  $21^{\circ} 47' N.$   
Long.  $72^{\circ} 08' E.$

*Details*.—The fixed white light (at Rewapuri) which marked the entrance to this creek has been destroyed.

*Caution*.—Mariners are hereby warned to take more precaution in entering or leaving this port, till a new light is re-erected.

*Remarks*.—A post will be erected as a temporary measure to indicate the position of the destroyed light-house.

*Charts affected*.—No. 1035, Piram Island to Bhaunagar.  
" 51, Gulf of Cambay.  
" 2736, Gulf of Kutch to Viziadrag.  
" 826, Karachi to Vengurla.  
" 1012, Arabian Sea.

*Publications*.—West Coast of India Pilot, 1909, page 267.  
List of Lights, Part VI, 1920, No. 365.  
Indian List of Lights, 38th issue, 1919, No. 74.

*Authority*.—The Port Officer, Bhaunagar, dated 16th June 1920.

AUSTRALIA—EAST COAST.

*Richmond River lights*—Intended alteration in characteristics of main light. Subsidiary light to be discontinued.

No. 202 (*first publication*).—

*Subject*.—The fixed white light (main light) on North Head, Richmond River entrance, will be replaced by a group flashing white light (U), and, further, that the subsidiary fixed white light on North Head will be discontinued, on or about 1st October 1920.

*Position*.—On North Head, Lat.  $28^{\circ} 52' S.$ , long.  $153^{\circ} 37' E.$  on Chart No. 1028.

*Details*.—The fixed white light (main light) will be replaced by a new light having the undermentioned characteristics:—

*Character*.—Group flashing white light, showing four flashes in quick succession every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ secs.

*Visibility*.—12 miles.

*Power*.—1,500 candles.

*Remarks*.—The light will be unwatched.

The subsidiary fixed white light situated 33 yards  $123^{\circ}$  (S.  $67^{\circ}$  E. Mag.) from the main light, will be discontinued.

The Lightkeeper will be withdrawn.

The other details of the light will remain unchanged.

*Note*.—No further notice will be given.

*Charts affected.*—No. 1379, Plan of Richmond River entrance.

- „ 1028, Evans Head to Danger Point.
- „ 3622, Port Jackson to Cape Byron.
- „ 3623, Cape Byron to Lady Elliott Island.
- „ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2584.

Australia Pilot, Vol. III., 1916, page 85.

Sailing Directions for the Coast of New South Wales, Second Edition, 1920, page 91.

*Authority.*—Melbourne Notice No. 11 of 1920.

#### INDIA, WEST COAST—BOMBAY HABBOUR APPROACH.

*Bombay Floating light-vessel—Temporary alteration in position.*

*No. 203 (first publication).*—

*Subject.*—The Bombay Floating light-vessel is now moored in the following position and will remain there until weather permits her to be placed in the former position.

*Position (approx.).*—At a distance of about 2 miles S. 20° W. from the Prongs light-house.

*Charts temporarily affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1909, page 215; Revised Supplement (3) 1918.

*Authority.*—Director, R. I. Marine, Bombay, telegram dated 10th July 1920.

*The 5th July 1920.*

#### MADAGASCAR, NORTH-EAST COAST.

*Vohemar Bay—Leading Lights and Light established.*

*No. 193 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 851 of 1920), are republished:—

(1) Leading lights:

(a) Front light:

*Position.*—On the pyramid beacon situated on the northern side of the entrance, at a distance of 3 $\frac{3}{10}$  cables, 295°, from the signal mast on Vohemar point.

Lat. 13° 23 $\frac{1}{4}$ ' S., long. 50° 01 $\frac{1}{4}$ ' E.

*Abridged description.*—Lt. F., Red, vis. 8 m. (occult.)

*Characteristics:*

*Character.*—A fixed red light.

*Elevation.*—16 feet.

*Visibility.*—8 miles.

*Structure.*—Pyramidal beacon, painted in black and white horizontal bands.

*Remarks.*—This light is only shown when requested or when a ship is expected.

## (b) Rear light :

*Position*.—At a distance of 18½ cables, 260°, from front light.

*Abridged description*.—Lt. F., vis. 12 m.

*Characteristics :*

*Character*.—A fixed white light.

*Visibility*.—12 miles.

*Structure*.—Pyramidal beacon, 20 feet high, painted in black and white horizontal bands.

*Remarks*.—This beacon is incorrectly shown about one cable southward of the above position on chart No. 679, which is to be corrected accordingly.

## (2) Light :

*Position*.—On Vohemar point, at a distance of 2 cables, 236°, from the signal mast.

*Abridged description*.—Lt. F., Gn. (occasl.).

*Characteristics :*

*Character*.—A fixed green light.

*Structure*.—Lamp post.

*Remarks*.—This light is only shown when requested or when a ship is expected.

*Charts affected*.—No. 679, Plan of Vohemar bay.

„ 758, Cape St. Andrew to Antongil bay.

*Publications*.—List of Lights, Part VI, 1920, Nos. 189a, 190, 191.

South Indian Ocean Pilot, 1911, page 256; Supplement No. 5, 1919.

*Authority*.—Journal Officiel de Madagascar. (H. 291-20.)

## BAY OF BENGAL—EAST COAST—MALAY PENINSULA.

*Malacca Strait entrance—Wreckage reported.*

*No. 194 (second publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1920), are republished :—

*Details*.—The Master of SS. “Upada” reports that he passed a floating spar, apparently attached to a wreck, projecting about 15 feet above water in the following position :—

*Position*.—Lat. 6° 41½' N.

Long. 98° 03' E.

*Caution*.—Mariners are hereby warned accordingly.

*Charts temporarily affected*.—No. 842, Sayer Island to Langkawi Island.

„ 830, Basscin River to Pulo Penang.

„ 70, Bay of Bengal.

*Authority*.—The Port Officer, Bombay, dated 8th June 1920.

## RED SEA—EASTERN SHORE.

*Kamaran Passage—Further information with regard to beacons.*

*No. 195 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1920), are republished :—

*Former Notice.*—No. 79M. of 1920. (*This office No. 169 of 1920.*)

*Beacons established :—*

(a) *Position.*—On the sites occupied by the Telegraph huts on Ras-el-Bayadh and Ras-el-Yemmen respectively.

*Details.*—Two steel lattice work beacons each 26 feet high and painted red have been erected respectively in the above positions.

*Beacon no longer exists :—*

(b) *Position.*—At a distance of about 5½ cables 279° from Ras-el-Yemmen.

*Details.*—The beacon 25 feet in height, situated in the above position, does not exist and should be expunged from the Admiralty charts.

*Remarks.*—This beacon is not shewn in the latest edition of the Admiralty Chart No. 543.

*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, pages 362. 366.

*Authority.*—The Port Officer, Aden, dated 31st May 1920.

## INDIA—WEST COAST.

*Kathiawar Coast—Directly reported.*

*No. 196 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1920), are republished :—

*Details.*—The Master of SS. “Pentakota” reports having passed an abandoned Dhow in the following position :—

*Position.*—Lat. 20° 28' N.

Long. 68° 30' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 1420, Dwarka Point to Diu Head.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Authority.*—Navy Wireless, Bombay, dated 14th June 1920.

*The 28th June 1920.*

## JAPAN, INLAND SEA—HIROSHIMA WAN.

(1) *Nakano Se Light—Alteration in Characteristics.*

(2) *Yakata Ishi Light—Alteration in Character*

*No. 178 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1920), are republished :—

(1) *Nakano Se Light.*

*Position.*—Lat. 34° 16½' N., long. 132° 22½' E.

*New abridged description.*—Lt. Fl., ev. 4 sec., 34 ft., vis. 10 m. (U).

*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A *flashing white light every four seconds.*

*Visibility.*—10 miles.

*Power.*—120 candles.

*Remarks.*—The light is unwatched. The other characteristics of the light remain unchanged.

## (2) Yakata Ishi Light.

*Position.*—Lat.  $34^{\circ} 17\frac{1}{2}'$  N., long.  $132^{\circ} 28\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Red, ev. 4 sec., 19 ft., vis. 8 m. (U).

*Alteration.*—The character of the light has been altered from fixed white to *flashing red every four seconds.*

*Remarks.*—The light is unwatched; in other respects the light is unaltered.

*Charts affected.*—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1954, 1956.

Japan Pilot, 1914, pages 380, 382, 383.

*Authority.*—Tokyo Notices Nos. 403 and 409 of 1920. (H. 3134 & 3145/20.)

## KOREA, EAST COAST—URUSAN HARBOUR, SOUTHERN APPROACH.

### Kanjari Kulsu—Light established.

No. 179 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 815 of 1920), are republished:—

*Position.*—Lat.  $35^{\circ} 21' 35''$  N., long.  $129^{\circ} 21' 40''$  E.

*Abridged description.*—Lt. Gp. Fl. (2), ev. 6 sec., 84 ft., vis. 12 m. (U).

*Characteristics:*

*Character.*—A group *flashing white light*, showing two flashes every six seconds.

The two flashes occupy one and a half seconds, after which the light is eclipsed for four and a half seconds.

*Elevation.*—84 feet.

*Visibility.*—12 miles.

*Structure.*—White circular tower, 24 feet in height.

*Note.*—The light is unwatched.

*Charts affected.*—No. 3666, Fusan harbour to Chukupen bay.

„ 3480, Shangtung promontory to Nagasaki.

„ 2347, Honshū, Kinsiu, and Shikoku, etc.

*Publications.*—List of Lights, Part VI, 1920, No. 1789.

E. C. Korea, etc., Pilot, 1913, page 93.

*Authority.*—Chosen Notice No. 61 of 1920. (H. 3176/20.)

## JAPAN—INLAND SEA.

### Nenashi Sho Light—Alteration in Characteristics.

No. 180 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 816 of 1920), are republished:—

*Position.*—Lat.  $33^{\circ} 56\frac{1}{2}'$  N., long.  $132^{\circ} 29\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Red ev. 3 sec., 46 ft., vis. 10 m. (U).



*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—A *flashing red light every three seconds.*

*Visibility.*—10 miles.

*Power.*—100 candles.

*Remarks.*—The light is unwatched. The other characteristics of the light remain unchanged.

*Charts affected.*—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or inland sea.

*Publications.*—List of Lights, Part VI, 1920, No. 1947.  
Japan Pilot, 1914, page 371.

*Authority.*—Tokyo Notice No. 356 of 1920. (*H.* 3133/20.)

### SOUTH AUSTRALIA.

#### *Gulf of St. Vincent—Magnetic Disturbance.*

*No. 181 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 817 of 1920), are republished:—

*Position.*—Cape Jervis, lat.  $35^{\circ} 37' S.$ , long.  $138^{\circ} 06' E.$

*Details.*—A strong magnetic disturbance, causing the compass needle to swing about 6 points, was experienced on 12th March 1920 in the Gulf of St. Vincent, between Cape Jervis and the parallel of latitude  $35^{\circ} 00' S.$

The disturbance occurred in the evening and lasted for about  $2\frac{1}{2}$  hours.

*Charts temporarily affected.*—No. 2389, St. Vincent and Spencer gulfs.

„ 2759b, Australia—southern portion.

*Publication.*—Australia Pilot, Part I, 1918, page 284.

*Authority.*—H.M.A. Chart Depot, Garden Island, Hydrographic Note No. 4 of 1920. (*H.* 2961/20.)

### COCHIN CHINA, SAIGON RIVER ENTRANCE.

(1) *Point Ganh Rai—Light established.*

(2) *Rach Kai Gau entrance—Light established.*

(3) *Kangio bank light—Arc of visibility.*

*No. 182 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 818 of 1920), are republished:—

#### (1) **Point Ganh Rai.**

*Position.*—On the extremity of the westernmost of the two points at the northern end of Nui Ganh Rai.

Lat.  $10^{\circ} 23' 19'' N.$ , long.  $107^{\circ} 03' 26'' E.$

*Abridged description.*—Lt. F., Red, vis. 5 m.

*Details:*

*Character.*—A *fixed red light.*

*Visibility.*—5 miles.

*Structure.*—White framework pillar.

**(2) Raoh Kai Gau Entrance.**

*Position.*—On the point at the southern side of the river entrance.

Lat.  $10^{\circ} 28' 40''$  N., long.  $106^{\circ} 56' 22''$  E.

*Abridged description.*—Lt. F., Green, vis. 4 m.

*Details:*

*Character.*—A fired green light.

*Visibility.*—4 miles.

*Structure.*—White framework pillar.

**(3) Kanglo Bank Light.**

*Position.*—Lat.  $10^{\circ} 24\frac{1}{2}'$  N., long.  $107^{\circ} 00\frac{1}{2}'$  E.

*Details.*—The light is visible from  $122^{\circ}$ , through south, to  $332^{\circ}$ .

*Charts affected.*—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1406a, 1409, 1410a.  
China Sea Pilot, Vol. III, 1912, pages 191, 193.

*Authority.*—Paris Notice No. 476 of 1920 and H.B.M. Consul, Saigon.  
(H. 1745/20.)

**BORNEO, EAST COAST.*****River Mahakan (Kutei) Entrances—Alterations in Positions of Light-Buoy and Pilot Light Vessel.***

*No. 183 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 819 of 1920), are republished:—

*New positions.*—(a) Pilot light-vessel:

At the entrance to Muara Bekapai, in the position formerly occupied by the red and black horizontally striped light-buoy with occulting white light.

Lat.  $0^{\circ} 56\frac{1}{2}'$  S., long.  $117^{\circ} 32'$  E.

(b) Light-buoy:

At the entrance to Muara Jawa, in the position formerly occupied by the pilot light-vessel with fixed white light.

Lat.  $1^{\circ} 00'$  S., long.  $117^{\circ} 11\frac{1}{2}'$  E.

*Remarks.*—The positions of the pilot light-vessel and light-buoy have been exchanged. Their characteristics are unaltered.

*Charts affected.*—No. 2662, Plan of River Mahakan.

„ 2636, North part of the Strait of Makassar.

„ 941b, Eastern Archipelago—sheet 2.

*Publications.*—List of Lights, Part VI, 1920, No. 1063.

Eastern Archipelago Pilot, Part II, 1913, pages 367, 368.

*Authority.*—Hague Notice No. 1034 of 1920. (H. 3202/20.)

**CHINA SEA—GULF OF SIAM.*****Ban Yao River Entrance—Light established.***

*No. 184 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1920), are republished:—

*Position.*—On the north-western part of Koh Chik island.

Lat.  $12^{\circ} 17' 45''$  N., long.  $102^{\circ} 13' 00''$  E.

*Abridged description.*—(U) Lt. F., Red, 52 ft., vis. 6 m.

**Details :**

*Character.*—A fixed red light.

*Elevation.*—52 feet.

*Visibility.*—6 miles from 22° through east to the land.

*Structure.*—White iron structure, 49 feet in height.

*Note.*—The light is unwatched.

*Charts affected.*—No. 2721, Cape Liant to Koh Kut, with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 1376.

China Sea Pilot, Vol. III, 1912, page 158.

*Authority.*—Bangkok Notice No. 4 of 1920. (H. 3062/20.)

#### CHINA SEA—GULF OF SIAM.

##### *Rayong Light—Alteration in Characteristics.*

*No. 185 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 834 of 1920), are republished :—

*Position.*—Lat. 12° 39½' N., long. 101° 14½' E.

*New abridged description.*—Lt. F., Red, 46 ft., vis. 6 m. (U).

*Alteration.*—The occasional light has been replaced by a light having the undermentioned characteristics :—

*Character.*—A fixed red light.

*Elevation.*—46 feet.

*Visibility.*—6 miles.

*Structure.*—White wooden structure, 36 feet in height.

*Remarks.*—The light is unwatched.

*Chart affected.*—No. 2721, Cape Liant to Koh Kut.

*Publications.*—List of Lights, Part VI, 1920, No. 1370.

China Sea Pilot, Vol. III, 1912, page 162.

*Authority.*—Bangkok Notice No. 3 of 1920. (H. 3061/20.)

#### CHINA SEA—GULF OF SIAM.

##### *Singora Light—Alteration in Character.*

*No. 186 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1920), are republished :—

*Position.*—On the summit of Pagoda hill.

Lat. 7° 12½' N., long. 100° 35½' E.

*New abridged description.*—Lt. F., 352 ft., vis. 10 m.

*Alteration.*—The character of the light has been altered from occulting to fixed white.

*Charts affected.*—No. 998, Pulo Kapas to Lakon roads, with plan.  
„ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI., 1920, No. 1352.

China Pilot, Vol. III., 1912, page 123 ; Supplement  
No. 4, 1919.

*Authority.*—Bangkok Notice No. 1 of 1920. (H. 3060/20.)

## JAPAN—HOKUSHŪ, SOUTH COAST.

*Chikyu Misaki—Light established.*

*No. 187 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1920), are republished :—

*Position.*—Lat.  $42^{\circ} 18' 07''$  N., long.  $140^{\circ} 59' 46''$  E.

*Abridged description.*—Lt. Gp. Fl. (2), *er.* 30 sec., 319 ft., *vis.* 25 m.

*Details :*

*Character.*—A group flashing white light, showing two flashes every thirty seconds, thus :

Two flashes occupying 8 seconds, followed by an eclipse of 22 seconds.

*Elevation*—319 feet.

*Visibility.*—25 miles.

*Power.*—90,000 candles.

*Structure.*—White octagonal concrete tower, 40 feet in height

*Charts affected.*—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

„ 452, Hokushū island

„ 2405, The Kuril islands.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI., 1920, No. 2100.

Japan Pilot, 1914, page 751.

*Authority.*—Tokyo Notice No. 476 of 1920 (*H.* 3146-20.)

## AUSTRALIA—EAST COAST.

*Crowdy Head Light—Intended alteration in Characteristics. Signal station to be discontinued.*

*No. 188 (third publication).*

*Subject.*—The Fixed White Light with Red Sector on Crowdy Head will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the signal station will be discontinued, on or about 1st September, 1920.

*Position.*—Lat.  $31^{\circ} 51'$  S., long.  $152^{\circ} 46'$  E. on Chart No. 1024.

*Details.*—The Fixed White Light with Red Sector will be replaced by a New Light having the under-mentioned characteristics ;—

*Character.*—Group Flashing White Light, with Red Sector showing two flashes in quick succession every six seconds thus ;

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Visibility.*—White, 12 miles. Red, 6 miles.

*Power.*—White 1500 candles. Red, 600 candles.

*Remarks.*—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1024, Port Stephens to Tacking Point with plan of Crowdy Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI., 1920, No. 2573.

Australia Pilot, Vol. III, 1916, page 73.

*Authority.*—Melbourne Notice No. 9 of 1920.

## AUSTRALIA—MOVEMENTS OF SUBMARINES.

*No. 189 (third publication).*—The following information is published by request of the Naval Board, Melbourne :—

- (1) The vessel escorting Submarines on passage will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of Submarines in company.
- (2) When Submarines are exercising diving and torpedo firing in Port Phillip either a Submarine on the surface or the surface vessel taking part in these exercises will fly a large red flag at masthead.

*Authority.*—Melbourne Notice No. 10 of 1920.

## SOUTH AUSTRALIA—SPENCER GULF.

*Franklin harbour—Light established.*

*No. 190 (third publication).*—The President of the Marine Board, Adelaide, has given Notice (No. 1 of 1920) that on and after the night of April 12th, 1920, a fixed white light will be exhibited so as to act as a back lead to the navigation light at sea end of jetty. It will be carried on a pole attached to the side of old jetty, distant about 1,350 ft. behind the navigation light and with its focal plane 8 ft. above it. When in line with the navigation light it will indicate the centre of the dredged channel approaching the jetty, the bearing of lights in line being  $316^{\circ}$  (N.  $48\frac{1}{2}^{\circ}$  W. mag.).

*Approximate position.*—Lat.  $33^{\circ} 41' 14''$  S., long.  $136^{\circ} 56'$  E.

*Charts affected.*—Nos. 785, 2389; also survey of channel dated 1914.

*Publications affected.*—Australia Directory, chapter IV., page 223; and Australia Pilot, Vol. 1, chapter IV., page 185.

List of Lights, Part VI, 1920, page 307.

## SOUTH AUSTRALIA—RIVOLI BAY.

*Glen Point—Black perch buoy adrift, and not to be replaced.*

*No. 191 (third publication).*—The President of the Marine Board, Adelaide, has given Notice (No. 2 of 1920) that the Black Perch Buoy which has hitherto marked the Eastern Edge of the Reef at Glen Point has got adrift from its moorings, and it is not intended to replace it.

*Approximate position.*—Lat.  $37^{\circ} 30\frac{1}{2}'$  S., long.  $140^{\circ} 14'$  E.

*Charts affected.*—Nos. 1014 and 1062, and plan 1007.

*Publications affected.*—Australia Directory, 1907, Vol. 1, page 373; and Australia Pilot, 1918, Vol. 1, page 339.

## AUSTRALIA—EAST COAST.

*Wide Bay Bar—Amended directions for navigation.*

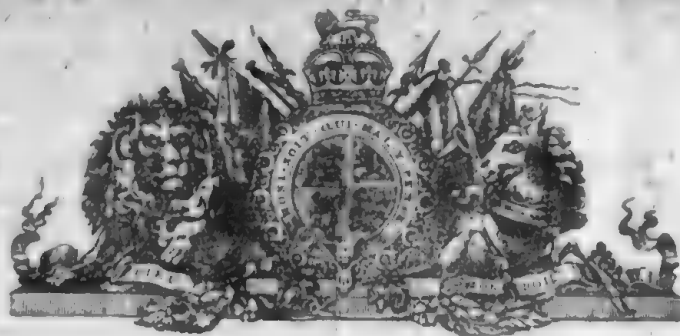
*No. 192 (third publication).*—The Portmaster, Brisbane, has given Notice (No. 2 of 1920) of the following amended directions for the navigation of the Bar :—

*North Channel.*—The square beacons on Hook Point should be kept open twice their own width to the northward until the Inskip lead opens once and a-half the width of the beacons to the westward. Then haul up gradually, bringing the Inskip beacons into line before passing the red buoy off Hook Point. Then proceed as formerly directed. A depth of 12 feet at L.W.O.S.T. will be obtained.

*South Channel.*—The triangular beacons on Hook Point should be kept open six or seven times their own width to the northward until the Inskip lead comes into line. Then proceed as formerly directed. A depth of 9 feet (at present), at L.W.O.S.T. will be obtained.

*Charts affected.*—Nos. 1030, 1068; Australia Directory, Vol. II.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, AUGUST 4, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 23rd July 1920.

#### INDIA—WEST COAST.

##### *Bombay Harbour Approaches—Fishing Stakes Removed.*

*No. 204 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (No. 104 M. of 1920), are republished:—

*Former Notice*—No. 29 M. of 1920. (*This office No. 83 of 1920.*)

*Details.*—All the groups of Fishing Stakes on the Coast of Kolaba district, which were reported to lie within the prohibited area, south of the Latitude line of 19° 00' N. have been removed.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.

*Authority.*—Secretary to Government, Marine Department, Bombay Castle, dated 23rd June 1920.



## TASMANIA, NORTH COAST.

*River Mersey Entrance—Signal and pilot station established; tidal signals.*

*No. 205 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1920), are republished:—

*Position.*—On the western shore at the entrance to the river Mersey, and at a distance of about half a mile south-eastward of Mersey bluff lighthouse.

Lat.  $41^{\circ} 09\frac{1}{4}'$  S., long.  $146^{\circ} 23\frac{1}{4}'$  E.

*Details.*—A signal and pilot station has been established in the above position. Signals from vessels requiring a pilot or other information will be received at the pilot station.

Tidal signals will be shown from the pilot station signal mast with flags by day and Morse code by night.

A new system of tidal signals, as given below, has been brought into force.

All signals are shown from the signal mast, with yard east and west, situated at the pilot station.

Vessels drawing more than 12 feet are warned not to enter the river near low water until the tidal signals are shown.

By day.

The signals are denoted by flags of the Commercial code; the state of the tide by pennants at the masthead; the depth of water on the bar by square flags hoisted on west yardarm when vessel is to berth at West Devonport, and on east yardarm when vessel is to berth at East Devonport.

By night.

All signals are given by Morse code from lamp on signal mast.

## STATE OF TIDE.

By day—Pennant at Masthead.

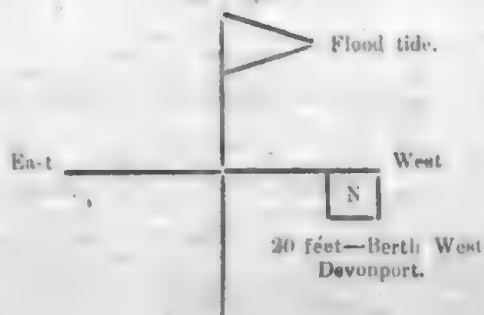
C	D	E	F
High Water.	Low Water.	Ebb.	Flood.

## DEPTH ON BAR.

Square flag on yardarm. (Ball under flag signifies six inches more water.)

H 14 feet.	I 15 feet.	J 16 feet.	K 17 feet.	L 18 feet.	M 19 feet.
N 20 feet.	O 21 feet.	P 22 feet.	Q 23 feet.	R 24 feet.	S 25 feet.
T 26 feet.	U 27 feet.	V 28 feet.	W 29 feet.	X 30 feet.	Y 31 feet.

Example :



## STATE OF RIVER AND BAR.

Ball at west yardarm signifies:—Stand Off; State of River or Bar Dangerous.

Ball at east yardarm signifies:—Wait for High Water.

Ball under tide pennant signifies—Strong Tide or Fresh in River.

Flag A at masthead signifies—Wait; Vessel coming out.

Flag B at masthead signifies—Wait; Vessel in River, Berthing.

*Publication.*—Australia Pilot, Vol. II, 1918, page 274.

*Authority.*—Marine Board of Mersey, Tasmania. (H. 3075-20.)

## CHINA, SOUTH-EAST COAST—HONGKONG.

*Waglan Islet Light-Station—Temporary Alteration in Fog Signal.*

*No. 206 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1920), are republished:—

*Position.*—Lat.  $22^{\circ} 11' N.$ , long.  $114^{\circ} 18\frac{1}{2}' E.$

*Alteration.*—Until further Notice the explosive fog-signal will temporarily give two reports, with an interval of fifteen seconds between them, every twelve minutes.

*Charts temporarily affected.*—No. 1466, Hongkong.

„ 3605, Hongkong to Mires bay.

„ 3026, Macao to Pedro Blanco, including Hongkong.

*Publications.*—List of Lights, Part VI, 1920, No. 1525.

China Sea Pilot, Vol. III, 1912, page 496.

*Authority.*—Shanghai Notice No. 558 of 16th March 1920. (H 3179-20.)

## CHINA SEA—SINGAPORE STRAIT.

*Raffles Lighthouse—Magnetic disturbance reported in vicinity.*

*No. 207 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 872 of 1920), are republished:—

*Position.*—Raffles lighthouse, lat.  $1^{\circ} 09\frac{1}{2}' N.$ , long.  $103^{\circ} 44\frac{1}{2}' E.$

*Details.*—A strong local magnetic disturbance was experienced on 1st April 1920, within a distance of three-quarters of a mile of Raffles lighthouse, by H.M. R.F.A. *Frincol*

when approaching this lighthouse from the westward.  
Vessels are warned accordingly.

*Chart temporarily affected.*—No. 2403, Singapore strait.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 253.

*Authority.*—H.M.S. *Titania*, Hyd. Note No. 1 of 1921. (H. 3276-20.)

#### ARAFURA SEA—KEI ISLANDS.

##### *Nuhu Roa—Existence of reefs.*

No. 208 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 877 of 1920), are re-published:—

(a) *Position.*—Off western side of Nuhu Roa.

Lat.  $5^{\circ} 49' 06''$  S., long.  $132^{\circ} 38' 30''$  E.

*Depth.*—3 fathoms.

(b) *Position.*—At a distance of about half a mile eastward of (a).

Lat.  $5^{\circ} 49' 18''$  S., long.  $132^{\circ} 39' 00''$  E.

*Depth.*—3 fathoms.

(c) *Position.*—Off southern end of Nuhu Roa.

Lat.  $5^{\circ} 58' 00''$  S., long.  $132^{\circ} 41' 24''$  E.

*Depth.*—About  $3\frac{1}{2}$  fathoms.

*Note.*—A note “Not examined” is to be inserted on the chart against the above reefs.

*Chart affected.*—No. 2264, Kei or Ewaf islands.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, pages 169 and 173.

*Authority.*—Hague Notice No. 2293 of 1919. (H. 9538-19.)

#### SUMATRA, EAST COAST—BANKA ISLAND.

##### *Lint Rock—Light discontinued.*

No. 209 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 902 of 1920), are re-published:—

*Position.*—Lat.  $1^{\circ} 49\frac{1}{2}'$  S., long.  $106^{\circ} 11\frac{1}{2}'$  E.

*Details.*—The flashing white light has been discontinued and is to be expunged from the charts.

*Remarks.*—It is intended to establish a light-buoy to mark this rock, concerning which further Notice will be given.

*Charts affected.*—No. 2597, Banka strait.

„ 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

*Publications.*—List of Lights, Part VI, 1920, No. 981.

China Sea Pilot, Vol. II, 1915, page 181.

*Authority.*—Hague Notice No. 600 of 1920. (H. 2029-20.)

*The 12th July 1920.*

INDIA—WEST COAST, GULF OF CAMBAY.

*Gogha or Goga—Light extinguished.*

*No. 197 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 93M. of 1920), are republished :—

*Position.*—Lat.  $21^{\circ} 40' N.$

Long.  $72^{\circ} 15' E.$

*Details.*—The red fixed light, on the south side of entrance to Gogha or Goga creek, has been damaged by cyclone and will not be exhibited until further notice.

*Charts temporarily affected.*—No. 1035, Pirum Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Vizia durg.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—West Coast of India Pilot, 1909, page 265.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

*Authority.*—The Commissioner of Salt and Excise, Northern Division, Kharaghoda, dated 17th June 1920.

AFRICA—EAST COAST.

*Macuti Point—Light re-exhibited.*

*No. 198 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1920), are republished :—

*Former Notice.*—No. 14-M, and 69-M. of 1920.

*Date exhibited.*—15th June 1920.

*Position.*—On the north-eastward of Macuti Point.

Lat.  $19^{\circ} 50' S.$

Long.  $34^{\circ} 54' E.$

*Details.*—A white revolving light every twenty-two seconds which was temporarily extinguished, has been re-exhibited.

*Remarks.*—The particulars of light are the same as described in the Admiralty list of lights.

*Charts which were temporarily affected.*—No. 1003, Beira Harbour.

„ 648, Delagoa Bay to River Zambzi.

*Publications.*—East Coast of Africa Pilot, Part III, 1915, page 224.

List of Lights, Part VI, 1920, No. 76.

*Authority.*—The Port Officer Beira, dated 16th May 1920.

## INDIA—WEST COAST.

*Buoys between Alibag and Bhatkal removed for the South West Monsoon.*

*No. 199 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1920), are republished :—

Former Notice No. 87-M. of 1920. (*This Office No. 176 of 1920.*)

*Details.*—The following buoys were removed from their positions for the South West Monsoon on the dates noted against them :—

Alibag Reef Buoy	...	...	15th May 1920.
Bankot Creek Buoy	...	...	22nd May 1920.
Ambalgarh Reef Buoy	...	...	16th May 1920.
Malvan Rock Buoy	...	...	25th May 1920.
Malvan Port Harbour	...	...	31st May 1920.
Malvan Johnston Castle Rock Buoy	...	...	26th May 1920.
Malvan Rajkot Fort Buoy	...	...	24th May 1920.
Chaldea Rock Buoy	...	...	22nd May 1920.
Vengurla Bubra Rock Buoy	...	...	19th May 1920.
Vengurla Harbour Buoy	...	...	20th May 1920.
Bhatkul Rock Buoy	...	...	16th May 1920.
Modeshwar Dart Rock Buoy	...	...	13th May 1920.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, 15th June 1920.

## INDIA—WEST COAST.

*Bombay Harbour—New Beacon Destroyed.*

*No. 200 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99M. of 1920), are republished :—

*Position.*—At a distance of about  $2\frac{1}{2}$  cables  $344^{\circ}$  from Tucker Beacon.

Lat.  $18^{\circ} 56' 16''$  N.

Long.  $72^{\circ} 52' 26''$  E.

*Details.*—The new Beacon, surmounted by a triangle, situated in the above position, has been washed away and will not be re-erected.

*Charts affected.*—No. 655, Port of Bombay

.. 2621, Bombay Harbour.

*Publication.*—West Coast of India Pilot, 1909, page 221.

*Authority.*—The Port Officer, Bombay, dated 24th June 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

*Bhaunagar Light-house Destroyed.*

*No. 201 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1920), are republished :—

*Position.*—Lat.  $21^{\circ} 47' N.$

Long.  $72^{\circ} 08' E.$

*Details.*—The fixed white light (at Rewapuri) which marked the entrance to this creek has been destroyed.

*Caution.*—Mariners are hereby warned to take more precaution in entering or leaving this port, till a new light is re-erected.

*Remarks.*—A post will be erected as a temporary measure to indicate the position of the destroyed light-house.

*Charts affected.*—No. 1035, Piram Island to Bhaunagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea

*Publications.*—West Coast of India Pilot, 1909, page 267.

List of Lights, Part VI, 1920, No. 365.

Indian List of Lights, 38th issue, 1919, No. 74

*Authority.*—The Port Officer, Bhaunagar, dated 16th June 1920.

AUSTRALIA—EAST COAST.

*Richmond River lights—Intended alteration in characteristics of main light. Subsidiary light to be discontinued.*

*No. 202 (second publication).—*

*Subject.*—The fixed white light (main light) on North Head, Richmond River entrance, will be replaced by a group flashing white light (U), and, further, that the subsidiary fixed white light on North Head will be discontinued, on or about 1st October 1920.

*Position.*—On North Head, Lat.  $28^{\circ} 52' S.$ , long.  $153^{\circ} 37' E.$  on Chart No. 1028.

*Details.*—The fixed white light (main light) will be replaced by a new light having the undermentioned characteristics :—

*Character.*—Group flashing white light, showing four flashes in quick succession every twelve seconds, thus :

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	7 $\frac{1}{2}$ secs.

*Visibility.*—12 miles.

*Power*—1,500 candles.

*Remarks.*—The light will be unwatched.

The subsidiary fixed white light situated 33 yards  $123^{\circ}$  (S.  $67^{\circ}$  E. Mag.) from the main light, will be discontinued.

The Lightkeeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.



*Charts affected.*—No. 1379, Plan of Richmond River entrance.

„ 1028, Evans Head to Danger Point.

„ 3622, Port Jackson to Cape Byron.

„ 3623, Cape Byron to Lady Elliott Island.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2584.

Australia Pilot, Vol. III., 1916, page 85.

Sailing Directions for the Coast of New South Wales, Second Edition, 1920, page 91.

*Authority.*—Melbourne Notice No. 11 of 1920.

#### INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

*Bombay Floating light-vessel—Temporary alteration in position.*

*No. 203 (second publication).—*

*Subject.*—The Bombay Floating light-vessel is now moored in the following position and will remain there until weather permits her to be placed in the former position.

*Position (approx.).*—At a distance of about 2 miles S. 20° W. from the Prongs light-house.

*Charts temporarily affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1909, page 215; Revised Supplement (3) 1918.

*Authority.*—Director, R. I. Marine, Bombay, telegram dated 10th July 1920.

*The 5th July 1920.*

#### MADAGASCAR, NORTH-EAST COAST.

*Vohemar Bay—Leading Lights and Light established.*

*No. 193 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 851 of 1920), are republished:—

(1) Leading lights:

(a) Front light:

*Position.*—On the pyramid beacon situated on the northern side of the entrance, at a distance of 3 $\frac{3}{4}$  cables, 295°, from the signal mast on Vohemar point.

Lat. 13° 23 $\frac{1}{2}$ ' S., long. 50° 01 $\frac{1}{2}$ ' E.

*Abridged description.*—Lt. F., Red, vis. 8 m. (occasl.)

*Characteristics:*

*Character.*—A fixed red light.

*Elevation.*—16 feet.

*Visibility.*—8 miles.

*Structure.*—Pyramidal beacon, painted in black and white horizontal bands.

*Remarks.*—This light is only shown when requested or when a ship is expected.

## (b) Rear light :

*Position*.—At a distance of 18½ cables, 260°, from front light.

*Abridged description*.—Lt. F., vis. 12 m.

## Characteristics :

*Character*.—A fixed white light.

*Visibility*.—12 miles.

*Structure*.—Pyramidal beacon, 20 feet high, painted in black and white horizontal bands.

*Remarks*.—This beacon is incorrectly shown about one cable southward of the above position on chart No. 679, which is to be corrected accordingly.

## (2) Light :

*Position*.—On Vohemar point, at a distance of 2 cables, 236°, from the signal mast.

*Abridged description*.—Lt. F., Gn. (occasl.).

## Characteristics :

*Character*.—A fixed green light.

*Structure*.—Lamp post.

*Remarks*.—This light is only shown when requested or when a ship is expected.

*Charts affected*.—No. 679, Plan of Vohemar bay.

„ 758, Cape St. Andrew to Autongil bay.

*Publications*.—List of Lights, Part VI, 1920, Nos. 189a, 190, 191.

South Indian Ocean Pilot, 1911, page 256; Supplement No. 5, 1919.

*Authority*.—Journal Officiel de Madagascar. (H. 291-20.)

## BAY OF BENGAL—EAST COAST—MALAY PENINSULA.

*Malacca Strait entrance*.—Wreckage reported.

No. 194 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1920), are republished :—

*Details*.—The Master of SS. “Upada” reports that he passed a floating spar, apparently attached to a wreck, projecting about 15 feet above water in the following position :—

*Position*.—Lat. 6° 41½' N.

Long. 98° 03' E.

*Caution*.—Mariners are hereby warned accordingly.

*Charts temporarily affected*.—No. 842, Sayer Island to Langkawi Island.

„ 830, Bassein River to Pulo Penang.

„ 70, Bay of Bengal.

*Authority*.—The Port Officer, Bombay, dated 8th June 1920.

## RED SEA—EASTERN SHORE.

*Kamaran Passage—Further information with regard to beacons.*

*No. 195 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1920), are republished :—

*Former Notice.—*No. 79M. of 1920. (*This office No. 169 of 1920.*)

*Beacons established :—*

(a) *Position.—*On the sites occupied by the Telegraph huts on Ras-el-Bayadh and Ras-el-Yemmen respectively.

*Details.—*Two steel lattice work beacons each 26 feet high and painted red have been erected respectively in the above positions.

*Beacon no longer exists :—*

(b) *Position.—*At a distance of about 5½ cables 279° from Ras-el-Yemmen.

*Details.—*The beacon 25 feet in height, situated in the above position, does not exist and should be expunged from the Admiralty charts.

*Remarks.—*This beacon is not shewn in the latest edition of the Admiralty Chart No. 543.

*Charts affected.—*No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication.—*Red Sea and Gulf of Aden Pilot, 1909, pages 362, 366.

*Authority.—*The Port Officer, Aden, dated 31st May 1920.

## INDIA—WEST COAST.

*Kathiawar Coast—Directly reported.*

*No. 196, (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1920), are republished :—

*Details.—*The Master of SS. "Pentakota" reports having passed an abandoned Dhow in the following position :—

*Position.—*Lat. 20° 28' N.

Long. 68° 30' E.

*Caution.—*Mariners are hereby warned accordingly.

*Charts temporarily affected.—*No. 1420, Dwarka Point to Diu Head.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

*Authority.—*Navy Wireless, Bombay, dated 14th June 1920.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, AUGUST 11, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 26th July 1920.

#### AUSTRALIA, EAST COAST—NEW SOUTH WALES.

##### *Kiama Harbour—Existence of shoal.*

*No. 210 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1920), are republished:—

*Position.*—At a distance of half a cable, 320°, from the crane on the Illawarra Steam Navigation Company's wharf.

Lat. 34° 40½' S., long. 150° 53' E.

*Depth.*—6 feet (rock).

*Chart affected.*—No. 1020, Plan of Kiama harbour.

*Publication.*—Australia Pilot, Vol. II, 1918, page 476.

*Authority.*—New South Wales Harbours and Rivers Department Chart. (H. 3343-20.)

CHINA SEA.

*Swatau—Special Traffic Regulations no longer in force.*

No. 211 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 932 of 1920), are republished:—

*Former Notice.*—No. 307 of 1920 (*This office No. 99 of 1920*); hereby cancelled.

Notice is given that the special traffic regulations for Swatau published in the former Notice quoted above, are no longer in force.

*Authority.*—Acting Coast Inspector, Shanghai. (*H. 7592-19.*)

CHINA, EAST COAST—NIMROD SOUND.

*Pearl and Cone Rocks—Beacons disappeared.*

No. 212 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 933 of 1920), are republished:—

*Position.*—Pearl rock, lat.  $29^{\circ} 39\frac{1}{2}'$  N., long.  $121^{\circ} 54\frac{1}{2}'$  E.

Cone rock, lat.  $29^{\circ} 37\frac{1}{2}'$  N., long  $121^{\circ} 50'$  E

*Details.*—The two beacons formerly marking the above rocks have disappeared and are to be expunged from the charts.

*Charts affected.*—No. 1583, Nimrod sound.

„ 1811, Kue shan islands to Nimrod sound.

„ 1423, Nimrod sound to Yung river.

„ 1199, Kue shan islands to the Yang tse kiang.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 289; Supplement No. 4, 1919.

*Authority.*—H.M.S. *Hawkins*, Hyd. Notice No. 1 of 1920. (*H. 3438/20.*)

MADAGASCAR, EAST COAST—ISLAND OF ST. MARY.

*Point Halbrand (Albrand) light—Amended position.*

No. 213 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 934 of 1920), are republished:—

*Position.*—At a distance of about three-quarters of a mile south-westward from charted position and about  $2\frac{1}{4}$  miles from the extremity of Point Halbrand.

Lat.  $16^{\circ} 42' 55''$  S., long.  $50^{\circ} 03' 05''$  E., on chart No. 683.

*Description.*—A *flashing white* light, as described in the Admiralty List of Lights.

*Note.*—The light is to be moved on the charts to the position given above and the note "(position uncertain)" is to be expunged.

*Charts affected.*—No. 683, Island of St. Mary, &c.

„ 759b, Antongil bay to Ambatosoa.

*Publications.*—List of Lights, Part VI, 1920, No. 193.

South Indian Ocean Pilot, 1911, page 272.

*Authority.*—Paris Notice No. 2591 of 1919. (H. 9883-19.)

#### AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Tipara Reef light.*—*Intended alteration in characteristics; Signal Station and Fog Gong to be discontinued.*

*No. 214 (first publication).*—

*Subject.*—The Flashing Light with White and Red Sectors, on Tipara Reef, will be replaced by a Group Flashing Light with White and Red Sectors (U); and, further, that the Signal Station and Fog Gong will be discontinued on or about 1st October, 1920.

*Position.*—Lat. 34° 04' S., long. 137° 24' E., on Chart No. 2389.

*Details.*—The Flashing Light with White and Red Sectors will be replaced by a new Light having the undermentioned characteristics:—

*Character.*—Group Flashing Light, with White and Red Sectors, showing two flashes in quick succession every ten seconds, thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	8 secs

*Visibility.*—White, 15 miles. Red, 7 miles.

*Power.*—White, 5000 candles. Red, 2000 candles.

*Remarks.*—The Light will be unwatched.

The Signal Station and Fog Gong will be discontinued and the Lightkeepers withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 402, Wallaroo and Tipara Bays.

„ 2389, St. Vincent and Spencer Gulfs.

„ 2759b, Australia, Southern Portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2323.

Australia Pilot, Vol. I, 1918, pages 206, 207.

*Authority.*—Melbourne Notice No. 12 of 1920.



## AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Flat Top Islet Light—Intended alteration in characteristics.**No. 215 (first publication).—**Subject.*—The Fixed Light with White and Red Sectors on Flat Top Islet will be replaced by a Group Flashing Light with White and Red Sectors (U) on or about 1st October, 1920.*Position.*—On summit of Flat Top Islet.Lat.  $21^{\circ} 09' S.$ ; long.  $149^{\circ} 16' E.$  on Chart No. 347.*Details.*—The Fixed Light with White and Red Sectors will be replaced by a New Light having the undermentioned characteristics:—*Character.*—Group Flashing Light, with White and Red Sectors, showing four flashes in quick succession every twenty seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

*Power.*—White, 2000 candles. Red, 800 candles.*Remarks.*—The light will be unwatched.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.*Charts affected.*—No. 347, Percy Isles to Whitsunday Island, with plan of approaches to Pioneer River.

„ 2763, Coral Sea and Great Barrier Reefs, sheet I.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2683  
Australia Pilot, Vol. IV, 1917, page 120.*Authority.*—Melbourne Notice No. 13 of 1920.

The 23rd July 1920.

## INDIA—WEST COAST.

*Bombay Harbour Approaches—Fishing Stakes Removed.**No. 204 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (No. 104 M. of 1920), are republished:—*Former Notice.*—No. 29 M. of 1920. (*This office No. 83 of 1920.*)*Details.*—All the groups of Fishing Stakes on the Coast of Kolaba district, which were reported to lie within the prohibited area, south of the Latitude line of  $19^{\circ} 00' N.$  have been removed.*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.*Authority.*—Secretary to Government, Marine Department, Bombay Castle, dated 23rd June 1920.

## TASMANIA, NORTH COAST.

*River Mersey Entrance—Signal and pilot station established; tidal signals.*

*No. 205 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1920), are republished:—*

*Position.*—On the western shore at the entrance to the river Mersey, and at a distance of about half a mile south-eastward of Mersey bluff lighthouse.

*Lat.*  $41^{\circ} 09\frac{1}{2}'$  S., *long.*  $146^{\circ} 23\frac{1}{2}'$  E.

*Details.*—A signal and pilot station has been established in the above position. Signals from vessels requiring a pilot or other information will be received at the pilot station.

Tidal signals will be shown from the pilot station signal mast with flags by day and Morse code by night.

A new system of tidal signals, as given below, has been brought into force.

All signals are shown from the signal mast, with yard east and west, situated at the pilot station.

Vessels drawing more than 12 feet are warned not to enter the river near low water until the tidal signals are shown.

## By day.

The signals are denoted by flags of the Commercial code; the state of the tide by pennants at the masthead; the depth of water on the bar by square flags hoisted on west yardarm when vessel is to berth at West Devonport, and on east yardarm when vessel is to berth at East Devonport.

## By night.

All signals are given by Morse code from lamp on signal mast.

## STATE OF TIDE.

By day—Pennant at Masthead.

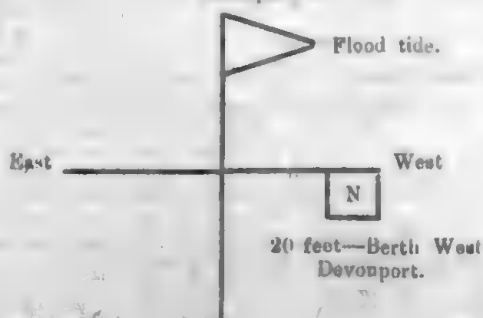
C	D	E	F
High Water.	Low Water.	Ebb.	Flood.

## DEPTH ON BAR.

Square flag on yardarm. (Ball under flag signifies six inches more water.)

H 14 feet.	I 15 feet.	J 16 feet.	K 17 feet.	L 18 feet.	M 19 feet.
N 20 feet.	O 21 feet.	P 22 feet.	Q 23 feet.	R 24 feet.	S 25 feet.
T 26 feet.	U 27 feet.	V 28 feet.	W 29 feet.	X 30 feet.	Y 31 feet.

Example :



STATE OF RIVER AND BAR.

Ball at west yardarm signifies:—Stand Off; State of River or Bar Dangerous.

Ball at east yardarm signifies:—Wait for High Water.

Ball under tide pennant signifies—Strong Tide or Fresh in River.

Flag A at masthead signifies—Wait; Vessel coming out.

Flag B at masthead signifies—Wait; Vessel in River, Berthing.

*Publication*.—Australia Pilot, Vol. II, 1918, page 274.

*Authority*.—Marine Board of Mersey, Tasmania. (H. 3075-20.)

CHINA, SOUTH-EAST COAST—HONGKONG.

*Waglan Islet Light-Station—Temporary Alteration in Fog Signal.*

No. 206 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1920), are republished:—

*Position*.—Lat.  $22^{\circ} 11' N.$ , long.  $114^{\circ} 18\frac{1}{2}' E.$

*Alteration*.—Until further Notice the explosive fog-signal will temporarily give *two* reports, with an interval of *fifteen* seconds between them, *every twelve minutes*.

*Charts temporarily affected*.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 3026, Macao to Pedro Blanco, including Hongkong.

*Publications*.—List of Lights, Part VI, 1920, No. 1525.

China Sea Pilot, Vol. III, 1912, page 496.

*Authority*.—Shanghai Notice No. 558 of 16th March 1920. (H 3179-20.)

CHINA SEA—SINGAPORE STRAIT.

*Raffles Lighthouse—Magnetic disturbance reported in vicinity.*

No. 207 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 872 of 1920), are republished:—

*Position*.—Raffles lighthouse, lat.  $1^{\circ} 09\frac{1}{2}' N.$ , long.  $103^{\circ} 44\frac{1}{2}' E.$

*Details*.—A strong local magnetic disturbance was experienced on 1st April 1920, within a distance of three-quarters of a mile of Raffles lighthouse, by H.M. R.F.A. *Franco*

when approaching this lighthouse from the westward.  
Vessels are warned accordingly.

*Chart temporarily affected.*—No. 2403, Singapore strait.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 253.

*Authority.*—H.M.S. *Titania*, Hyd. Note No. 1 of 1920. (*H.* 3276-20.)

#### ARAFURA SEA—KEI ISLANDS.

##### *Nuhu Roa—Existence of reefs.*

*No. 208 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 877 of 1920), are re-published:—

(a) *Position.*—Off western side of Nuhu Roa.

Lat.  $5^{\circ} 49' 06''$  S., long.  $132^{\circ} 38' 30''$  E.

*Depth.*—3 fathoms.

(b) *Position.*—At a distance of about half a mile eastward of (a).

Lat.  $5^{\circ} 49' 18''$  S., long.  $132^{\circ} 39' 00''$  E.

*Depth.*—3 fathoms.

(c) *Position.*—Off southern end of Nuhu Roa.

Lat.  $5^{\circ} 58' 00''$  S., long.  $132^{\circ} 41' 24''$  E.

*Depth.*—About  $3\frac{1}{2}$  fathoms.

*Note.*—A note “*Not examined*” is to be inserted on the chart against the above reefs.

*Chart affected.*—No. 2264, Kei or Ewaf islands.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, pages 169 and 173.

*Authority.*—Hague Notice No. 2293 of 1919. (*H.* 9538-19.)

#### SUMATRA. EAST COAST—BANKA ISLAND.

##### *Liat Rock—Light discontinued.*

*No. 209 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 902 of 1920), are re-published:—

*Position.*—Lat.  $1^{\circ} 49\frac{1}{2}'$  S., long.  $106^{\circ} 11\frac{1}{2}'$  E.

*Details.*—The flashing white light has been discontinued and is to be expunged from the charts.

*Remarks.*—It is intended to establish a light-buoy to mark this rock, concerning which further Notice will be given.

*Charts affected.*—No. 2597, Banka strait.

.. 2149, Banka and Gaspar straits.

.. 941a, Eastern archipelago—sheet 1.

*Publications.*—List of Lights, Part VI, 1920, No. 981.

China Sea Pilot, Vol. II, 1915, page 181.

*Authority.*—Hague Notice No. 600 of 1920. (*H.* 2029-20.)

*The 12th July 1920.*

INDIA—WEST COAST, GULF OF CAMBAY.

*Gogha or Goga—Light extinguished.*

*No. 197 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 93M. of 1920), are republished :—

*Position.*—Lat.  $21^{\circ} 40\frac{1}{2}'$  N.

Long.  $72^{\circ} 15\frac{1}{2}'$  E.

*Details.*—The red fixed light, on the south side of entrance to Gogha or Goga creek, has been damaged by cyclone and will not be exhibited until further notice.

*Charts temporarily affected.*—No. 1035, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadurg.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—West Coast of India Pilot, 1909, page 265.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

*Authority.*—The Commissioner of Salt and Excise, Northern Division, Kharaghoda, dated 17th June 1920.

AFRICA—EAST COAST.

*Macuti Point—Light re-exhibited.*

*No. 198 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1920), are republished :—

Former Notice—No. 14-M, and 69-M. of 1920.

*Date exhibited.*—15th June 1920.

*Position.*—On the north-eastward of Macuti Point.

Lat.  $19^{\circ} 50'$  S.

Long.  $34^{\circ} 54'$  E.

*Details.*—A white revolving light every twenty-two seconds which was temporarily extinguished, has been re-exhibited.

*Remarks.*—The particulars of light are the same as described in the Admiralty list of lights.

*Charts which were temporarily affected.*—No. 1003, Beira Harbour.

„ 648, Delagoa Bay to River Zambzi.

*Publications.*—East Coast of Africa Pilot, Part III, 1915, page 224.

List of Lights, Part VI, 1920, No. 76.

*Authority.*—The Port Officer Beira, dated 10th May 1920.

INDIA—WEST COAST.

*Buoys between Alibag and Bhalkal removed for the South West Monsoon.*

*No. 199 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1920), are republished :—

Former Notice No. 87-M. of 1920. (*This Office No. 176 of 1920.*)

*Details.*—The following buoys were removed from their positions for the South West Monsoon on the dates noted against them :—

Alibag Reef Buoy	...	...	15th May 1920.
Bankot Creek Buoy	...	...	22nd May 1920.
Ambalgarh Reef Buoy	...	...	16th May 1920.
Malvan Rock Buoy	...	...	25th May 1920.
Malvan Port Harbour	...	...	31st May 1920.
Malvan Johnston Castle Rock Buoy	...	...	26th May 1920.
Malvan Rajkot Fort Buoy	...	...	24th May 1920.
Chaldea Rock Buoy	...	...	22nd May 1920.
Vengurla Bubra Rock Buoy	...	...	19th May 1920.
Vengurla Harbour Buoy	...	...	20th May 1920.
Bhalkul Rock Buoy	...	...	16th May 1920.
Modeshwar Dart Rock Buoy	...	...	13th May 1920.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, 15th June 1920.

INDIA—WEST COAST.

*Bombay Harbour—New Beacon Destroyed.*

*No. 200 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99M. of 1920), are republished :—

*Position.*—At a distance of about 2½ cables 344° from Tucker Beacon..

Lat. 18° 56' 16" N.

Long. 72° 52' 26" E.

*Details.*—The new Beacon, surmounted by a triangle, situated in the above position, has been washed away and will not be re-erected.

*Charts affected.*—No. 655, Port of Bombay.

2621, Bombay Harbour.

*Publication.*—West Coast of India Pilot, 1909, page 221.

*Authority.*—The Port Officer, Bombay, dated 24th June 1920.



INDIA—WEST COAST—GULF OF CAMBAY.

*Bhaunagar Light-house Destroyed.*

No. 201 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1920), are republished:—

*Position.*—Lat.  $21^{\circ} 47' N$ .

Long.  $72^{\circ} 08' E$ .

*Details.*—The fixed white light (at Rewapuri) which marked the entrance to this creek has been destroyed.

*Caution.*—Mariners are hereby warned to take more precaution in entering or leaving this port, till a new light is re-erected.

*Remarks.*—A post will be erected as a temporary measure to indicate the position of the destroyed light-house.

*Charts affected.*—No. 1035, Piram Island to Bhaunagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications.*—West Coast of India Pilot, 1909, page 267.

List of Lights, Part VI, 1920, No. 365.

Indian List of Lights, 38th issue, 1919, No. 74.

*Authority.*—The Port Officer, Bhaunagar, dated 16th June 1920.

AUSTRALIA—EAST COAST.

*Richmond River lights—Intended alteration in characteristics of main light. Subsidiary light to be discontinued.*

No. 202 (third publication).—

*Subject.*—The fixed white light (main light) on North Head, Richmond River entrance, will be replaced by a group flashing white light (U), and, further, that the subsidiary fixed white light on North Head will be discontinued, on or about 1st October 1920.

*Position.*—On North Head, Lat.  $28^{\circ} 52' S$ , long.  $153^{\circ} 37' E$  on Chart No. 1028.

*Details.*—The fixed white light (main light) will be replaced by a new light having the undermentioned characteristics:—

*Character.*—Group flashing white light, showing four flashes in quick succession every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{7}{8}$ secs.

*Visibility.*—12 miles.

*Power.*—1,500 candles.

*Remarks.*—The light will be unwatched.

The subsidiary fixed white light situated 33 yards  $123^{\circ}$  (S.  $67^{\circ}$  E. Mag.) from the main light, will be discontinued.

The Lightkeeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1379, Plan of Richmond River entrance.

„ 1028, Evans Head to Danger Point.

„ 3622, Port Jackson to Cape Byron.

„ 3623, Cape Byron to Lady Elliott Island.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2584.

Australia Pilot, Vol. III., 1916, page 85.

Sailing Directions for the Coast of New South Wales, Second Edition, 1920, page 91.

*Authority.*—Melbourne Notice No. 11 of 1920.

INDIA, WEST COAST—BOMBAY HABBOUR APPROACH.

*Bombay Floating light-vessel—Temporary alteration in position.*

*No. 203 (third publication).*—

*Subject.*—The Bombay Floating light-vessel is now moored in the following position and will remain there until weather permits her to be placed in the former position.

*Position (approx.).*—At a distance of about 2 miles S. 20° W. from the Prongs light-house.

*Charts temporarily affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1909, page 215; Revised Supplement (3), 1918.

*Authority.*—Director, R. I. Marine, Bombay, telegram dated 10th July 1920.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, AUGUST 18, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,

*Secy. to the Govt. of Bengal.*

CALCUTTA, the 2nd August 1920.

#### EASTERN ARCHIPELAGO—CELEBES, SOUTH EAST COAST.

##### *Batu Ata (Hagedis Island) and vicinity—Amendments to charts.*

*No. 216 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 959 of 1920), are republished:—

*Position.*—Batu ata (Hagedis island), north point. lat.  $6^{\circ} 11' S$ , long.  $122^{\circ} 41' E$ .

*Details.*—(1) The amended position and description of Batu ata is shown on the accompanying reproductions of portions of charts Nos. 3616, 942a, 2759a and 1263.

The amended position of the drying rock southward of the foregoing island is also shown on the reproduction.

(2) A reliable survey has failed to reveal any trace of the following reefs, which have in consequence been omitted from the reproductions:—

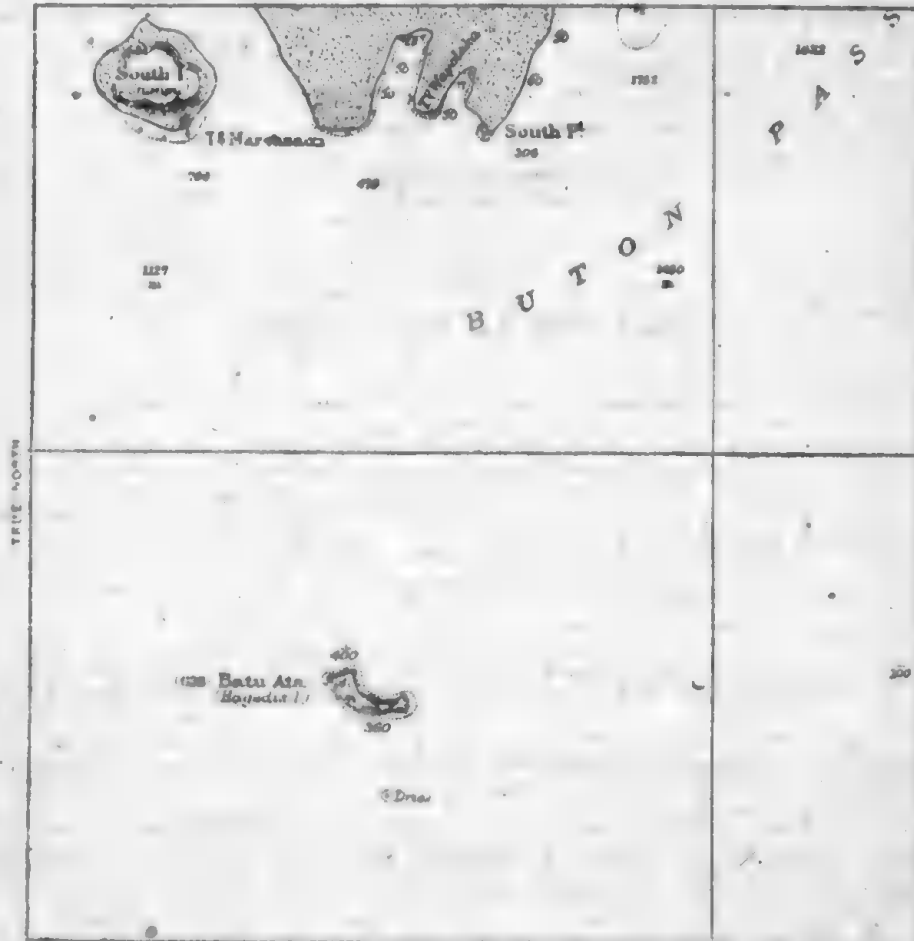
- (a) Reef formerly shown on charts about 10 miles southward of Batu ata, and marked "E. D."
- (b) Six Feet bank eastward of Batu ata.
- (c) The circular bank southward of Six Feet bank.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.  
 „ 942a, Eastern archipelago—sheet III.  
 „ 2759a, Australia—northern portion.  
 „ 1253, China sea.  
 „ 2483, Atlantic and Indian oceans, &c.,  
 „ 2683, Pacific ocean.  
 „ 2937, Oceanic soundings, Indian and Western Pacific oceans.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 476.

*Authority.*—Netherlands Government Chart and Hague Notice No. 2038 of 1919. (*H. 7818-19.*)

*To accompany Admiralty Notice to Mariners N° 842 of 1920*



*Reproduction of Portion of Chart N° 3616*

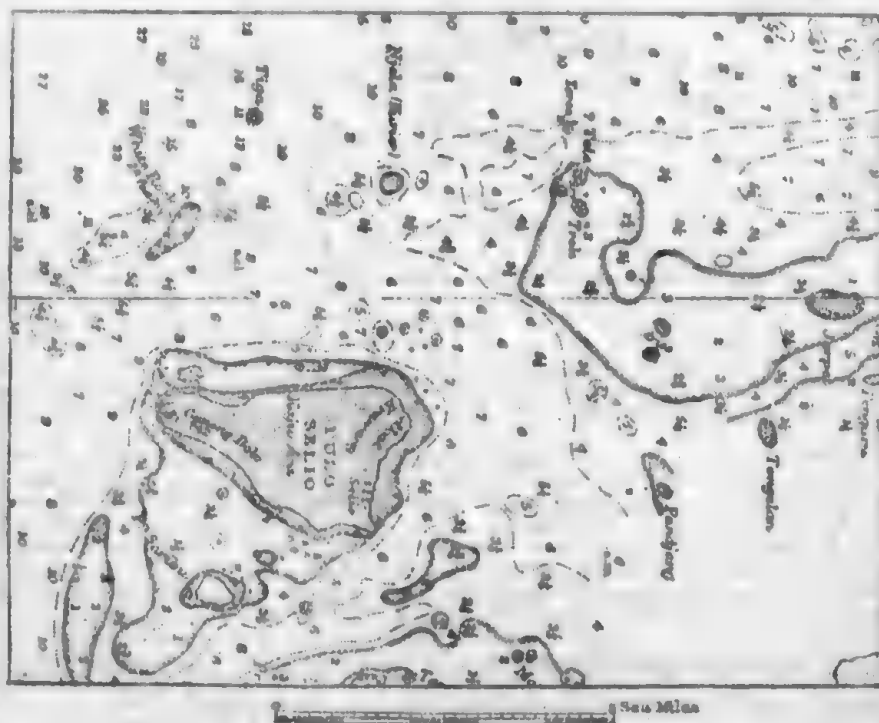
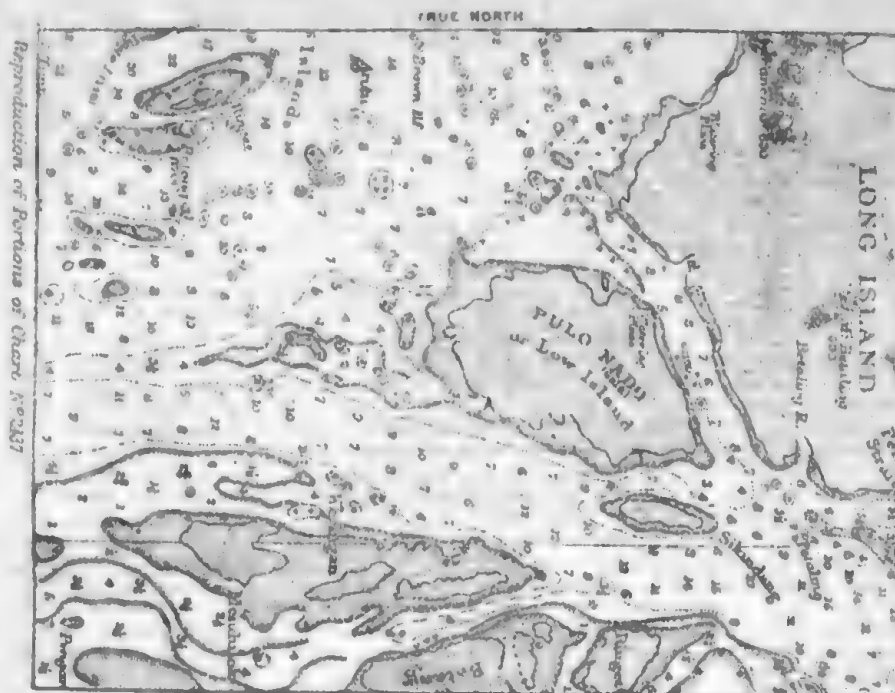


*Reproduction of Portion of Chart N° 1253*



*Publication*—China Sea Pilot, Vol. II, 1915, pages 156, 158, 159, 160.

*Authority*.—Netherlands Government Chart. (H. 9358-19.)



# RED SEA.

*Suez Bay*—Telegraph buoys established; Caution with regard to cables.

*No. 218 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 968 of 1920), are republished:—

*Position*.—Port Ibrahim South mole head, lat.  $29^{\circ} 56\frac{1}{4}'$  N., long.  $32^{\circ} 33\frac{1}{4}'$  E.



(1) Telegraph buoys established :

*Position.*—(a) At a distance of  $16\frac{1}{10}$  cables,  $257^{\circ}$ , from the green light on the South mole head at Port Ibrahim.

(b) At a distance of 2 miles  $6\frac{1}{4}$  cables,  $263^{\circ}$ , from the green light referred to above.

*Description.*—Each a black and white vertically striped buoy with ball topmark.

(2) Caution with regard to cables :

*Caution.*—Owing to the existence of telegraph cables vessels are warned not to anchor within an area bounded by the following limits :—

(a) *On the East*—By a line drawn from a position  $18\frac{8}{10}$  cables,  $304^{\circ}$ , from the green light on the South mole head at Port Ibrahim, in a  $178^{\circ}$  direction for a distance of  $16\frac{1}{4}$  cables, thence in a  $220^{\circ}$  direction for a distance of  $14\frac{1}{10}$  cables, thence in a  $137^{\circ}$  direction for a distance of  $17\frac{6}{10}$  cables, thence in a  $163^{\circ}$  direction for a distance of 12 cables.

(b) *On the West*—By a line drawn from a position 2 miles  $4\frac{1}{4}$  cables,  $290^{\circ}$ , from the green light referred to above, in a  $202^{\circ}$  direction for a distance of  $10\frac{1}{4}$  cables, thence in a  $219^{\circ}$  direction for a distance of 2 miles  $3\frac{8}{10}$  cables, and thence in a  $140^{\circ}$  direction to Ras el Adabieh.

*Note.*—The above-mentioned limits are to be indicated on the charts by pecked lines and a cautionary note inserted.

*Charts affected.*—No. 734, Suez bay.

„ 233, Suez canal.

*Publication.*—Red Sea, &c., Pilot, 1909, page 88.

*Authority.*—Eastern Telegraph Company, Ltd. (H. 3138-20.)

JAPAN—HONSHU, SOUTH COAST.

*Su-no-saki—Light established.*

*No. 219 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 981 of 1920), are republished :—

*Position.*—Lat.  $34^{\circ} 58' 38''$  N., long.  $139^{\circ} 45' 40''$  E., on chart No. 2657.

*Abridged description.*—Lt. Alt. Fl., W.R., ev. 30 sec., 143 ft., vis. 18 m.

*Characteristics* :—

*Character.*—An alternating flashing white and red light every thirty seconds.

*Elevation.*—143 feet.

*Visibility.*—18 miles : from  $347^{\circ}$ , through north, to  $253^{\circ}$ .

*Power.*—17,000 candles.

*Structure.*—White circular concrete tower, 40 feet in height.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

„ 781, Pacific ocean—north-west sheet.

*Publications.*—List of Lights, Part VI, 1920, No. 2062a.

Japan Pilot, 1914, page 197.

*Authority.*—Tokyo, Department of Communications Notices No. 1531 of 1919 and No. 526 of 1920. (H. 197 & 3656-20.)

*The 26th July 1920.*

AUSTRALIA, EAST COAST—NEW SOUTH WALES.

*Kiama Harbour—Existence of shoal.*

*No. 210 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1920), are republished:—

*Position.*—At a distance of half a cable, 320°, from the crane on the Illawarra Steam Navigation Company's wharf.

Lat. 34° 40½' S., long. 150° 53' E.

*Depth.*—6 feet (rock).

*Chart affected.*—No. 1020, Plan of Kiama harbour.

*Publication.*—Australia Pilot, Vol. II, 1918, page 476.

*Authority.*—New South Wales Harbours and Rivers Department Chart. (H. 3343-20.)

CHINA SEA.

*Swatau—Special Traffic Regulations no longer in force.*

*No. 211 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 932 of 1920), are republished:—

*Former Notice.*—No. 307 of 1920•(This office No. 99 of 1920); hereby cancelled.

Notice is given that the special traffic regulations for Swatau published in the former Notice quoted above, are no longer in force.

*Authority.*—Acting Coast Inspector, Shanghai. (H. 7592-19.)

CHINA, EAST COAST—NIMROD SOUND.

*Pearl and Cone Rocks—Beacons disappeared.*

*No. 212 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 933 of 1920), are republished:—

*Position.*—Pearl rock, lat. 29° 39½' N., long. 121° 54½' E.

Cone rock; lat. 29° 37½' N., long 121° 50' E

*Details.*—The two beacons formerly marking the above rocks have disappeared and are to be expunged from the charts.

*Charts affected.*—No. 1583, Nimrod sound.

„ 1811, Kue shan islands to Nimrod sound.

„ 1429, Nimrod sound to Yung river.

„ 1199, Kue shan islands to the Yang tse kiang.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 289; Supplement No. 4, 1919.

*Authority.*—H.M.S. *Hawkins*, Hyd. Notice No. 1 of 1920. (H. 3438/20.)

MADAGASCAR, EAST COAST—ISLAND OF ST. MARY.

*Point Halbrand (Albrand) light—Amended position.*

*No. 213 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 934 of 1920), are republished:—

*Position.*—At a distance of about three-quarters of a mile south-westward from charted position and about 2½ miles from the extremity of Point Halbrand.

Lat. 16° 42' 55" S., long. 50° 03' 05" E., on chart No. 683.

*Description.*—A *flashing white* light, as described in the Admiralty List of Lights.

*Note.*—The light is to be moved on the charts to the position given above and the note “(position uncertain)” is to be expunged.

*Charts affected.*—No. 683, Island of St. Mary, &c.

„ 759b, Antongil bay to Ambatosoa.

*Publications.*—List of Lights, Part VI, 1920, No. 193.

South Indian Ocean Pilot, 1911, page 272.

*Authority.*—Paris Notice No. 2591 of 1919. (H. 9883-19.)

#### AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Tipara Reef light.*—Intended alteration in characteristics; *Signal Station* and *Fog Gong* to be discontinued.

*No. 214 (second publication).*—

*Subject.*—The Flashing Light with White and Red Sectors, on Tipara Reef, will be replaced by a Group Flashing Light with White and Red Sectors (U); and, further, that the Signal Station and Fog Gong will be discontinued on or about 1st October, 1920.

*Position.*—Lat. 34° 04' S., long. 137° 24' E., on Chart No. 2389.

*Details.*—The Flashing Light with White and Red Sectors will be replaced by a new Light having the undermentioned characteristics:—

*Character.*—Group Flashing Light, with White and Red Sectors, showing two flashes in quick succession every ten seconds, thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	8 secs

*Visibility.*—White, 15 miles. Red, 7 miles.

*Power.*—White, 5000 candles. Red, 2000 candles.

*Remarks.*—The Light will be unwatched.

The Signal Station and Fog Gong will be discontinued and the Lightkeepers withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 402, Wallaroo and Tipara Bays.

„ 2389, St. Vincent and Spencer Gulfs.

„ 2759b, Australia, Southern Portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2323.

Australia Pilot, Vol. I, 1918, pages 206, 207.

*Authority.*—Melbourne Notice No. 12 of 1920.

## AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Flat Top Islet Light—Intended alteration in characteristics.*

No. 215 (second publication).—

**Subject.**—The Fixed Light with White and Red Sectors on Flat Top Islet will be replaced by a Group Flashing Light with White and Red Sectors (U) on or about 1st October, 1920.

**Position.**—On summit of Flat Top Islet.

Lat.  $21^{\circ} 09' S.$ ; long.  $149^{\circ} 16' E.$  on Chart No. 347.

**Details.**—The Fixed Light with White and Red Sectors will be replaced by a New Light having the undermentioned characteristics:—

**Character.**—Group Flashing Light, with White and Red Sectors, showing four flashes in quick succession every twenty seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	sec.	15 secs.

**Power.**—White, 2000 candles. Red, 800 candles.

**Remarks.**—The light will be unwatched.

The other details of the light will remain unchanged.

**Note.**—No further notice will be given.

**Charts affected.**—No. 347, Percy Isles to Whitsunday Island, with plan of approaches to Pioneer River.

2763, Coral Sea and Great Barrier Reefs, sheet I.

2759a, Australia, Northern portion.

**Publications.**—List of Lights and Time Signals, Part VI, 1920, No. 2683  
Australia Pilot, Vol. IV, 1917, page 120.

**Authority.**—Melbourne Notice No. 13 of 1920.

The 23rd July 1920.

## INDIA—WEST COAST.

*Bombay Harbour Approaches—Fishing Stakes Removed.*

**No. 204 (third publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (No. 104 M. of 1920), are republished:—

**Former Notice.**—No. 29 M. of 1920. (This office No. 83 of 1920.)

**Details.**—All the groups of Fishing Stakes on the Coast of Kolaba district, which were reported to lie within the prohibited area, south of the Latitude line of  $19^{\circ} 00' N.$  have been removed.

**Charts affected.**—No. 2621, Bombay Harbour.

737, Arnala Island to Kundari Island.

2736, Gulf of Kutch to Viziadrug.

826, Karachi to Vengurla.

**Publication.**—West Coast of India Pilot, 1909, page 213.

**Authority.**—Secretary to Government, Marine Department, Bombay Castle, dated 23rd June 1920.

## TASMANIA. NORTH COAST.

*River Mersey Entrance—Signal and pilot station established; tidal signals.*

*No. 205 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1920), are republished:—*

*Position.*—On the western shore at the entrance to the river Mersey, and at a distance of about half a mile south-eastward of Mersey bluff lighthouse.

Lat.  $41^{\circ} 09\frac{1}{2}'$  S., long.  $146^{\circ} 23\frac{1}{2}'$  E.

*Details.*—A signal and pilot station has been established in the above position. Signals from vessels requiring a pilot or other information will be received at the pilot station.

Tidal signals will be shown from the pilot station signal mast with flags by day and Morse code by night.

A new system of tidal signals, as given below, has been brought into force.

All signals are shown from the signal mast, with yard east and west, situated at the pilot station.

Vessels drawing more than 12 feet are warned not to enter the river near low water until the tidal signals are shown.

## By day.

The signals are denoted by flags of the Commercial code; the state of the tide by pennants at the masthead; the depth of water on the bar by square flags hoisted on west yardarm when vessel is to berth at West Devonport, and on east yardarm when vessel is to berth at East Devonport.

## By night.

All signals are given by Morse code from lamp on signal mast.

## STATE OF TIDE.

By day—Pennant at Masthead.

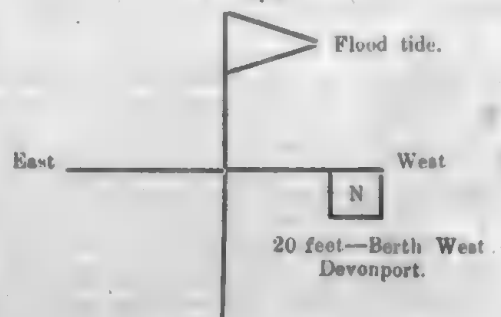
C High Water.	D Low Water.	E Ebb.	F Flood.
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## DEPTH ON BAR.

Square flag on yardarm. (Ball under flag signifies six inches more water.)

H 14 feet.	I 15 feet.	J 16 feet.	K 17 feet.	L 18 feet.	M 19 feet.
N 20 feet.	O 21 feet.	P 22 feet.	Q 23 feet.	R 24 feet.	S 25 feet.
T 26 feet.	U 27 feet.	V 28 feet.	W 29 feet.	X 30 feet.	Y 31 feet.

Example :



STATE OF RIVER AND BAR.

Ball at west yardarm signifies:—Stand Off; State of River or Bar Dangerous.

Ball at east yardarm signifies:—Wait for High Water.

Ball under tide pennant signifies—Strong Tide or Fresh in River.

Flag A at masthead signifies—Wait; Vessel coming out.

Flag B at masthead signifies—Wait; Vessel in River, Berthing.

*Publication.*—Australia Pilot, Vol. II, 1918, page 274.

*Authority.*—Marine Board of Mersey, Tasmania. (H. 3075-20.)

CHINA, SOUTH-EAST COAST—HONGKONG.

*Waglan Islet Light-Station—Temporary Alteration in Fog Signal.*

*No. 206 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1920), are republished:—

*Position.*—Lat. 22° 11' N., long. 114° 18½' E.

*Alteration.*—Until further Notice the explosive fog-signal will temporarily give *two* reports, with an interval of *fifteen seconds* between them, *every twelve minutes*.

• *Charts temporarily affected.*—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 3026, Macao to Pedro Blanco, including Hongkong.

*Publications.*—List of Lights, Part VI, 1920, No. 1525.

China Sea Pilot, Vol. III, 1912, page 496.

*Authority.*—Shanghai Notice No. 558 of 16th March 1920. (H 3179-20.)

CHINA SEA—SINGAPORE STRAIT.

*Raffles Lighthouse—Magnetic disturbance reported in vicinity.*

*No. 207 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 872 of 1920), are republished:—

*Position.*—Raffles lighthouse, lat. 1° 09½' N., long. 103° 44½' E.

*Details.*—A strong local magnetic disturbance was experienced on 1st April 1920, within a distance of three-quarters of a mile of Raffles lighthouse, by H.M. R.F.A. *Francol*



when approaching this lighthouse from the westward,  
Vessels are warned accordingly.

*Chart temporarily affected.*—No. 2403, Singapore strait.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 253.

*Authority.*—H.M.S. *Titania*, Hyd. Note No. 1 of 1921. (H. 3276-20.)

#### ARAFURA SEA—KEI ISLANDS.

##### *Nuhu Roa—Existence of reefs.*

No. 208 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 877 of 1920), are republished:—

(a) *Position.*—Off western side of Nuhu Roa.

Lat.  $5^{\circ} 49' 06''$  S., long.  $132^{\circ} 38' 30''$  E.

*Depth.*—3 fathoms.

(b) *Position.*—At a distance of about half a mile eastward of (a).

Lat.  $5^{\circ} 49' 18''$  S., long.  $132^{\circ} 39' 00''$  E.

*Depth.*—3 fathoms.

(c) *Position.*—Off southern end of Nuhu Roa.

Lat.  $5^{\circ} 58' 00''$  S., long.  $132^{\circ} 41' 24''$  E.

*Depth.*—About  $3\frac{1}{2}$  fathoms.

*Note.*—A note “*Not examined*” is to be inserted on the chart against the above reefs.

*Chart affected.*—No. 2264, Kei or Ewaf islands.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, pages 169 and 173.

*Authority.*—Hague Notice No. 2293 of 1919. (H. 9538-19.)

#### SUMATRA, EAST COAST—BANKA ISLAND.

##### *Liat Rock—Light discontinued.*

No. 209 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 902 of 1920), are republished:—

*Position.*—Lat.  $1^{\circ} 49\frac{1}{4}'$  S., long.  $106^{\circ} 11\frac{1}{4}'$  E.

*Details.*—The flashing white light has been discontinued and is to be expunged from the charts.

*Remarks.*—It is intended to establish a light-buoy to mark this rock, concerning which further Notice will be given.

*Charts affected.*—No. 2597, Banka strait.

.. 2149, Banka and Gaspar straits.

.. 941a, Eastern archipelago—sheet 1.

*Publications.*—List of Lights, Part VI, 1920, No. 981.

China Sea Pilot, Vol. II, 1915, page 181.

*Authority.*—Hague Notice No. 600 of 1920. (H. 2029-20.)

W. K. THYNE, COMDR., R.I.M.,  
Dy. Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, AUGUST 25, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 9th August 1920.

### PHILIPPINE ISLANDS—LUZON, LAMON BAY.

#### *Baliskan Islet—Light established.*

No. 220 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1920), are republished:—

*Position.*—Lat.  $14^{\circ} 14' 35''$  N., long.  $121^{\circ} 53' 35''$  E.

*Abridged description.*—Lt. Fl., ev. 5 sec., vis. 12 m. (U).

#### *Characteristics:*

*Character.*—Flashing white every five seconds.

*Elevation.*—55 feet.

*Visibility.*—12 miles.

*Structure.*—White concrete pillar, 30 feet in height.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1920, No. 1323a.

Eastern Archipelago Pilot. Part I, 1911, page 546.

*Authority.*—Bureau of Commerce and Industry Light List  
Manila. (H. 3712/20.)

## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

### *General Remarks.*

*No. 221 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1000 of 1920), are republished:—

*Former Notice—No. 703 of 1920 (This Office No. 156 of 1920);*  
*hereby cancelled.*

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmission. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

### Issue of Weather Bulletins to Ships.

6. A wireless weather bulletin may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and/or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The

same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

#### SCHEDULE OF WIRELESS WEATHER BULLETINS

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ... ..	VLA	} No details	No details
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Is. ... ..	VLC		
Macquarie Is. Radio ... ..	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ... ..	SOH	0000°	1800
<b>CHINA :</b>			
Shanghai—Zikawei ... ..	FFZ	0300°, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ... ..	FL	0945†, 2330°	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ... ..	KAV	1200,° 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu "Western" ... ..	MPD	0930 — 11 —	2700
Cleethorpes "Eastern" ... ..	BYB	— 11 — 1700	3000
" " "Northern" ... ..	BYB	1700	3000
" " "Scandinavia" ... ..	BYB	1700	3000
<b>HAWAIIAN IS :</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } 1830, 2230 }	? 600
<b>HOLLAND :</b>			
Scheveningen ... ..	PHC	1115, 2315	1800

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters. (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>INDIA :</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	9000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200
<b>JAPAN :</b>			
Choshi ... ..	JCS	1200*	600
Dairenwan ... ..	JDA	1200	600
Fuki Kaku ... ..	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ... ..	BYZ	2100	2700
<b>MEXICO :</b>			
Campeche ... ..	XAB	} 1837* {	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
<b>PHILIPPINES :</b>			
Kavite ... ..	NPO	{ 0300. 1400 } *	952 5000 (Continuous wave.)
<b>SAMOA :</b>			
Tutuila ... ..	NPU	{ 0330, 0730 1930, 2330 }	600
<b>SOUTH AFRICA :</b>			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
<b>SPAIN :</b>			
Madrid ... ..	EGC	1330	2000
<b>UNITED STATES :</b>			
Washington (Arlington) ... ..	NAA	0300* & 1700*	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300*	1500
S. Francisco ... ..	NPH	0600*	600 & 950
North Head ... ..	NPE	0600	600 & 950
S. Diego ... ..	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.*Authority.*—The Lords Commissioners of the Admiralty. (H. 4113/20.)**JAPAN—SHIMONOSEKI KAIKYO, WESTERN APPROACH.****Wakamatsu Ko Light—Alteration in Characteristics.**

No. 222 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1011 of 1920), are republished:—

*Position.*—On the outer extremity of the breakwater.

Lat. 33° 55½' N., long. 130° 49' E.

*New abridged description.*—Lt. Occ., Red, ev. 6 sec., 20 ft., vis. 10 m.

*Details.*—The fixed red light has been replaced by a light having the undermentioned characteristics :—

*Character.*—Occulting red every six seconds, thus :—

Light,	eclipse.
3 secs.	3 secs.

*Visibility.*—10 miles.

*Power.*—300 candles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

*Publications.*—List of Lights, Part VI, 1920, No. 1921.

Japan Pilot, 1914, page 554.

*Authority.*—Tokyo Notice No. 513 of 1920.

(H. 3655/20.)

#### JAPAN—HONSHU, EAST COAST.

*Otsura (Isohama)—Light discontinued.*

*No. 223 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1920), are republished :—

*Position.*—Lat.  $36^{\circ} 18\frac{1}{2}'$  N., long.  $140^{\circ} 34\frac{1}{2}'$  E.

*Description.*—An occulting white light.

*Remarks.*—This light, which was extinguished in 1919, has been permanently discontinued and is to be expunged from the charts.

*Charts affected.*—No. 3334, Tokyo to Sendai bay.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1920, No. 2068.

Japan Pilot, 1914, page 229; Revised Supplement (2), 1919.

*Authority.*—Tokyo Department of Communications Notice No. 532 of 1920. (H. 3836/20.)

#### CHINA, EAST COAST—WEI HAI WEI ANCHORAGE.

*Leu Kung Tau—Mooring buoy established southward of ;  
Mooring buoys withdrawn.*

*No. 224 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1018 of 1920), are republished :—

1. Mooring buoy established :

*Position.*—At a distance of 535 yards,  $162^{\circ}$ , from the iron chimney near the inshore end of the iron pier.  
Lat  $37^{\circ} 30'$  N., long  $122^{\circ} 10'$  E.

*Description.*—Mooring-buoy.



2. Mooring-buoys withdrawn:

*Details.*—All the other mooring-buoys to the southward of Leu kung tau, including the target moorings southward of the Parade ground, have been withdrawn and are to be expunged from the charts.

*Charts affected.*—No. 3025, Wei hai wei anchorage.

„ 2823, Wei hai wei and approaches.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 456.

*Authority.*—Commander-in-Chief, China. (H. 3961/20.)

PHILIPPINE ISLANDS—LUZON.

*Burias Pass—Existence of rock.*

*No. 225 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1022 of 1920), are republished:—

*Position (approximate).*—At a distance of about 5 miles northward of Boca Engano.

Lat.  $12^{\circ} 52' 30''$  N., long.  $123^{\circ} 18' 00''$  E.

*Depth.*—Less than 6 feet.

*Remarks.*—The position of this rock is doubtful and it is to be marked “P. D.” on the charts.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 478.

*Authority.*—U.S.A. Government Chart. (H. 1003/20.)

PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

*Nasipit Harbour—Light established.*

*No. 226 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1023 of 1920), are republished:—

*Position (approximate).*—On the bluff on the western side of the harbour entrance, and at a distance of 6½ cables,  $276^{\circ}$ , from the western corner of Nasipit house.

Lat.  $8^{\circ} 58\frac{1}{2}'$  N., long.  $125^{\circ} 19\frac{1}{2}'$  E.

*Abridged description.*—Lt. Fl., ev. 5 sec. vis. 15 m. (U) (posn. approx.).

*Characteristics:*

*Character.*—Flashing white every five seconds.

*Visibility.*—15 miles.

*Structure.*—Beacon.

*Note.*—The light is unwatched.

*Charts affected.*—No. 957, Plan of Nasipit harbour.

„ 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1920, No. 1161a.

Eastern Archipelago Pilot, Part I, 1911, page 433.

*Authority.*—Manila Notice No. 16 of 1919. (*H. 1731/20.*)

#### BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar*

*No. 227-I (first publication).—*

*Subject.*—The mark “Disc above two battens” leading over the Outer Bar was removed on the 29th July 1920.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice, dated 30th July 1920.

*The 2nd August 1920.*

#### EASTERN ARCHIPELAGO—CELEBES, SOUTH EAST COAST.

*Batu Ata (Hagedis Island) and vicinity—Amendments to charts.*

*No. 216 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 959 of 1920), are republished :—

*Position.*—Batu ata (Hagedis island), north point, lat.  $6^{\circ} 11' S.$ , long.  $122^{\circ} 41' E.$

*Details.*—(1) The amended position and description of Batu ata is shown on the accompanying reproductions of portions of charts Nos. 3616, 942a, 2759a and 1263.

The amended position of the drying rock southward of the foregoing island is also shown on the reproduction.

(2) A reliable survey has failed to reveal any trace of the following reefs, which have in consequence been omitted from the reproductions :—

(a) Reef formerly shown on charts about 10 miles southward of Batu ata, and marked “E. D.”

b) Six Feet bank eastward of Batu ata.

(c) The circular bank southward of Six Feet bank.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.  
 „ 942a, Eastern archipelago—sheet III.  
 „ 2759a, Australia—northern portion.  
 „ 1233, China sea.  
 „ 2483, Atlantic and Indian oceans, &c.  
 „ 2683, Pacific ocean.  
 „ 2937, Oceanic soundings, Indian and Western Pacific oceans.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 476.

*Authority.*—Netherlands Government Chart and Hague Notice No. 2038 of 1919. (H. 7818-19.)

To accompany Admiralty Notice to Mariners N° 459 of 1920



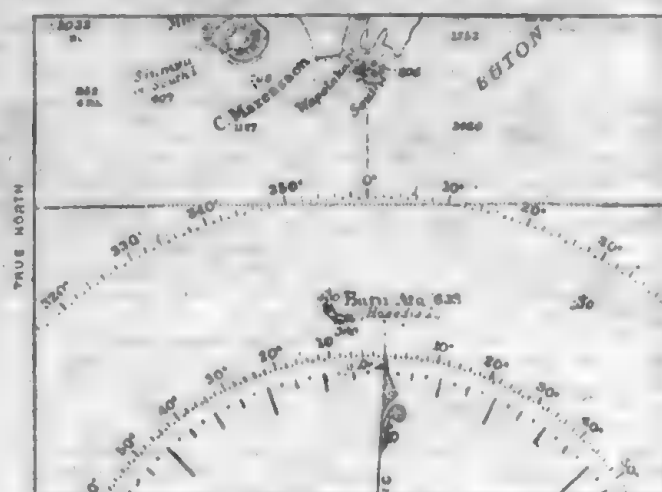
Reproduction of Portion of Chart N° 3616

0 5 10 15 20 Sea Miles



Reproduction of Portion of Chart N° 1263

0 30 60 Sea Miles



Reproduction of Portion of Chart N° 842A



Reproduction of Portion of Chart N° 2137A

# CHINA SEA—GASPAR STRAIT.

*Mendanau Strait and approaches—Amendments to chart with regard to shoals.*

*No. 217 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 960 of 1920), are republished :—*

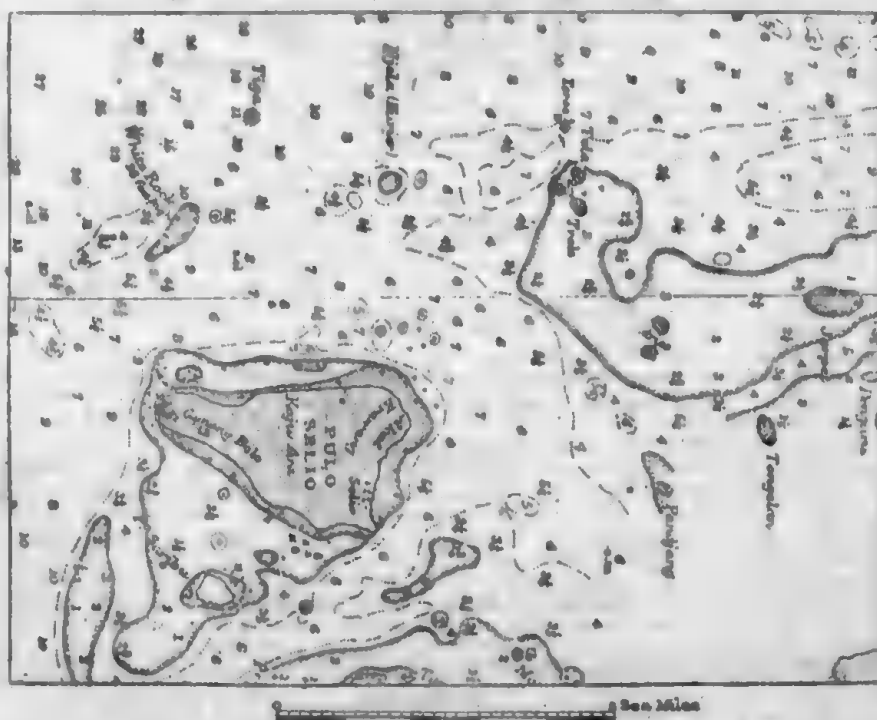
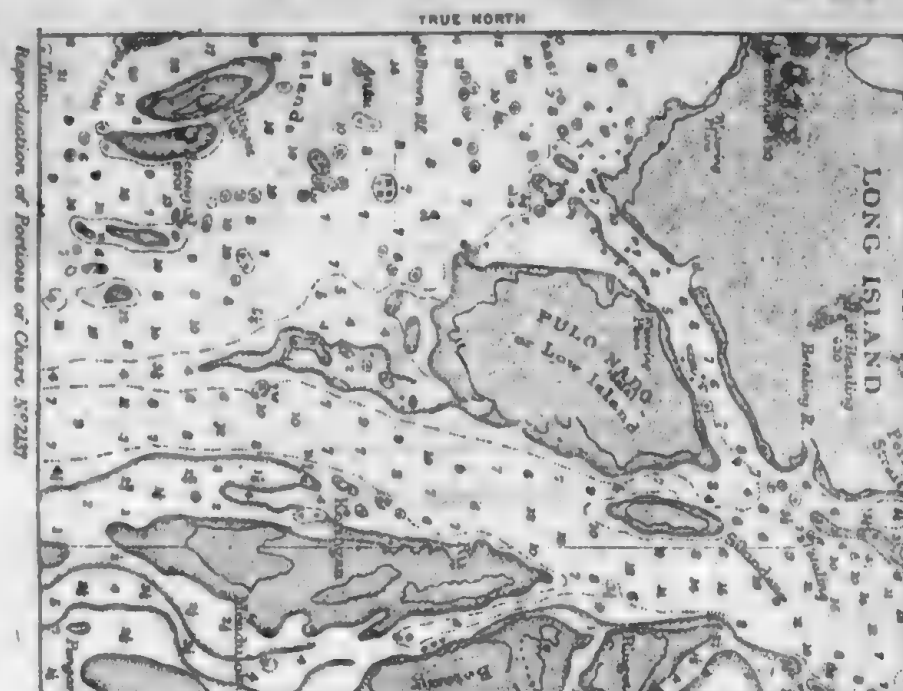
*Position.*—Pulo Mendanau, south point, lat.  $2^{\circ} 56\frac{1}{2}'$  S., long.  $107^{\circ} 25'$  E.

*Details.*—Amendments to the chart with regard to shoals in Mendanau strait and southern approaches, embodying the latest information received, are shown on the accompanying reproduction of a portion of chart No. 2137.

*Chart affected.*—No. 2137, Gaspar strait.

*Publication.*—China Sea Pilot, Vol. II, 1915, pages 156, 158, 159, 160.

*Authority.*—Netherlands Government Chart. (H. 9358-19.)



# RED SEA.

*Suez Bay*—Telegraph buoys established; Caution with regard to cables.

*No. 218 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 968 of 1920), are republished:—

*Position.*—Port Ibrahim South mole head, lat.  $29^{\circ} 56\frac{1}{4}'$  N., long.  $32^{\circ} 33\frac{1}{4}'$  E.

(1) Telegraph buoys established :

*Position.*—(a) At a distance of  $16\frac{1}{10}$  cables,  $257^{\circ}$ , from the green light on the South mole head at Port Ibrahim.

(b) At a distance of 2 miles  $6\frac{1}{4}$  cables,  $263^{\circ}$ , from the green light referred to above.

*Description.*—Each a black and white vertically striped buoy with ball topmark.

(2) Caution with regard to cables :

*Caution.*—Owing to the existence of telegraph cables vessels are warned not to anchor within an area bounded by the following limits :—

(a) *On the East*—By a line drawn from a position  $18\frac{8}{10}$  cables,  $304^{\circ}$ , from the green light on the South mole head at Port Ibrahim, in a  $178^{\circ}$  direction for a distance of  $16\frac{1}{4}$  cables, thence in a  $220^{\circ}$  direction for a distance of  $14\frac{1}{10}$  cables, thence in a  $137^{\circ}$  direction for a distance of  $17\frac{8}{10}$  cables, thence in a  $163^{\circ}$  direction for a distance of 12 cables.

(b) *On the West*—By a line drawn from a position 2 miles  $4\frac{1}{4}$  cables,  $290^{\circ}$ , from the green light referred to above, in a  $202^{\circ}$  direction for a distance of  $10\frac{1}{4}$  cables, thence in a  $219^{\circ}$  direction for a distance of 2 miles  $3\frac{1}{8}$  cables, and thence in a  $140^{\circ}$  direction to Ras el Adabieh.

*Note.*—The above-mentioned limits are to be indicated on the charts by pecked lines and a cautionary note inserted.

*Charts affected.*—No. 734, Suez bay.

„ 233, Suez canal.

*Publication.*—Red Sea, &c., Pilot, 1909, page 88.

*Authority.*—Eastern Telegraph Company, Ltd. (H. 3188-20.)

JAPAN—HONSHU, SOUTH COAST.

*Su-no-saki—Light established.*

*No. 219 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 981 of 1920), are republished :—

*Position.*—Lat.  $34^{\circ} 58' 38''$  N., long.  $139^{\circ} 45' 40''$  E., on chart No. 2657.

*Abridged description.*—Lt. Alt. Fl., W.R., ev. 30 sec., 143 ft., vis. 18 m.

*Characteristics :—*

*Character.*—An alternating flashing white and red light every thirty seconds.

*Elevation.*—143 feet.

*Visibility.*—18 miles ; from  $347^{\circ}$ , through north, to  $253^{\circ}$ .

*Power.*—17,000 candles.

*Structure.*—White circular concrete tower, 40 feet in height.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsuragi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

„ 781, Pacific ocean—north-west sheet.

*Publications.*—List of Lights, Part VI, 1920, No. 2062a.

Japan Pilot, 1914, page 197.

*Authority.*—Tokyo, Department of Communications Notices No. 1531 of 1919 and No. 526 of 1920. (H. 197 & 3656-20.)



*The 26th July 1920.*

AUSTRALIA, EAST COAST—NEW SOUTH WALES.

*Kiama Harbour—Existence of shoal.*

No. 210 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1920), are republished:—

*Position*.—At a distance of half a cable, 320°, from the crane on the Illawarra Steam Navigation Company's wharf.

Lat. 34° 40' S., long. 150° 53' E.

*Depth*.—6 feet (rock).

*Chart affected*.—No. 1020, Plan of Kiama harbour.

*Publication*.—Australia Pilot, Vol. II, 1918, page 476.

*Authority*.—New South Wales Harbours and Rivers Department Chart. (H. 3343-20.)

CHINA SEA.

*Swatau—Special Traffic Regulations no longer in force.*

No. 211 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 932 of 1920), are republished:—

*Former Notice*.—No. 307 of 1920 (*This office No. 99 of 1920*); hereby cancelled.

Notice is given that the special traffic regulations for Swatau published in the former Notice quoted above, are no longer in force.

*Authority*.—Acting Coast Inspector, Shanghai. (H. 7592-19.)

CHINA, EAST COAST—NIMROD SOUND.

*Pearl and Cone Rocks—Beacons disappeared.*

No. 212 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 933 of 1920), are republished:—

*Position*.—Pearl rock, lat. 29° 39' N., long. 121° 54' E.

Cone rock, lat. 29° 37' N., long. 121° 50' E.

*Details*.—The two beacons formerly marking the above rocks have disappeared and are to be expunged from the charts.

*Charts affected*.—No. 1583, Nimrod sound.

„ 1811, Kue shan islands to Nimrod sound.

„ 1429, Nimrod sound to Yung river.

„ 1199, Kue shan islands to the Yang tse kiang.

*Publication*.—China Sea Pilot, Vol. V, 1912, page 289; Supplement No. 4, 1919.

*Authority*.—H.M.S. *Hawkins*, Hyd. Notice No. 1 of 1920. (H. 3438/20.)

MADAGASCAR, EAST COAST—ISLAND OF ST. MARY.

*Point Halbrand (Albrand) light—Amended position.*

No. 213 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 934 of 1920), are republished:—

*Position*.—At a distance of about three-quarters of a mile south-westward from charted position and about 2½ miles from the extremity of Point Halbrand.

Lat. 16° 42' 55" S., long. 50° 03' 05" E., on chart No. 683.

*Description.*—A flashing white light, as described in the Admiralty List of Lights.

*Note.*—The light is to be moved on the charts to the position given above and the note "(position uncertain)" is to be expunged.

*Charts affected.*—No. 683, Island of St. Mary, &c.

„ 759b, Antongil bay to Ambatosoa.

*Publications.*—List of Lights, Part VI, 1920, No. 193.

South Indian Ocean Pilot, 1911, page 272.

*Authority.*—Paris Notice No. 2591 of 1919. (H. 9883-19.)

#### AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Tipara Reef light.*—Intended alteration in characteristics; Signal Station and Fog Gong to be discontinued.

*No. 214 (third publication) —*

*Subject.*—The Flashing Light with White and Red Sectors, on Tipara Reef, will be replaced by a Group Flashing Light with White and Red Sectors (U); and, further, that the Signal Station and Fog Gong will be discontinued on or about 1st October, 1920.

*Position.*—Lat. 34° 04' S., long. 137° 24' E., on Chart No. 2389.

*Details.*—The Flashing Light with White and Red Sectors will be replaced by a new Light having the undermentioned characteristics:—

*Character.*—Group Flashing Light, with White and Red Sectors, showing two flashes in quick succession every ten seconds, thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	8 secs

*Visibility.*—White, 15 miles. Red, 7 miles.

*Power.*—White, 5000 candles. Red, 2000 candles.

*Remarks.*—The Light will be unwatched.

The Signal Station and Fog Gong will be discontinued and the Lightkeepers withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 402, Wallaroo and Tipara Bays.

„ 2389, St. Vincent and Spencer Gulfs.

„ 2759b, Australia, Southern Portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1919, No. 2323

Australia Pilot, Vol. 1, 1918, pages 206, 207.

*Authority.*—Melbourne Notice No. 12 of 1920.

## AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Flat Top Islet Light—Intended alteration in characteristics.**No. 216 (third publication).—*

*Subject.*—The Fixed Light with White and Red Sectors on Flat Top Islet will be replaced by a Group Flashing Light with White and Red Sectors (U) on or about 1st October, 1920.

*Position.*—On summit of Flat Top Islet.

Lat.  $21^{\circ} 09' S.$ ; long.  $149^{\circ} 16' E.$  on Chart No. 347.

*Details.*—The Fixed Light with White and Red Sectors will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing Light, with White and Red Sectors, showing four flashes in quick succession every twenty seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	sec.	15 secs.

*Power.*—White, 2000 candles. Red, 800 candles.

*Remarks.*—The light will be unwatched.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 347, Percy Isles to Whitsunday Island, with plan of approaches to Pioneer River.

„ 2763, Coral Sea and Great Barrier Reefs, sheet I.

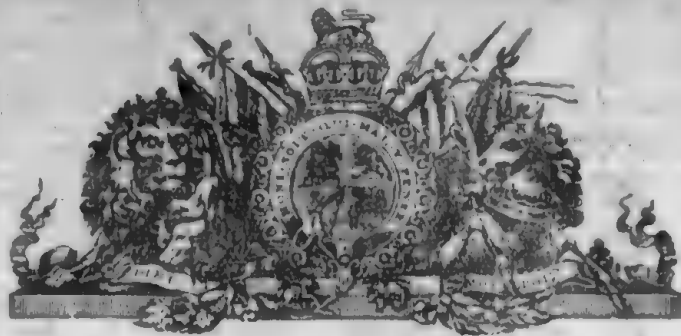
„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2683  
Australia Pilot, Vol. IV, 1917, page 120.

*Authority.*—Melbourne Notice No. 13 of 1920.

N. K. THYNE, COMDR., R.I.M.,

*Dy. Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 1, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the 19th August 1920.

### SUMATRA, WEST COAST.

*Simalur Island—Amendments to charts with regard to shoals.*

*No. 228 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1032 of 1920), are republished:—

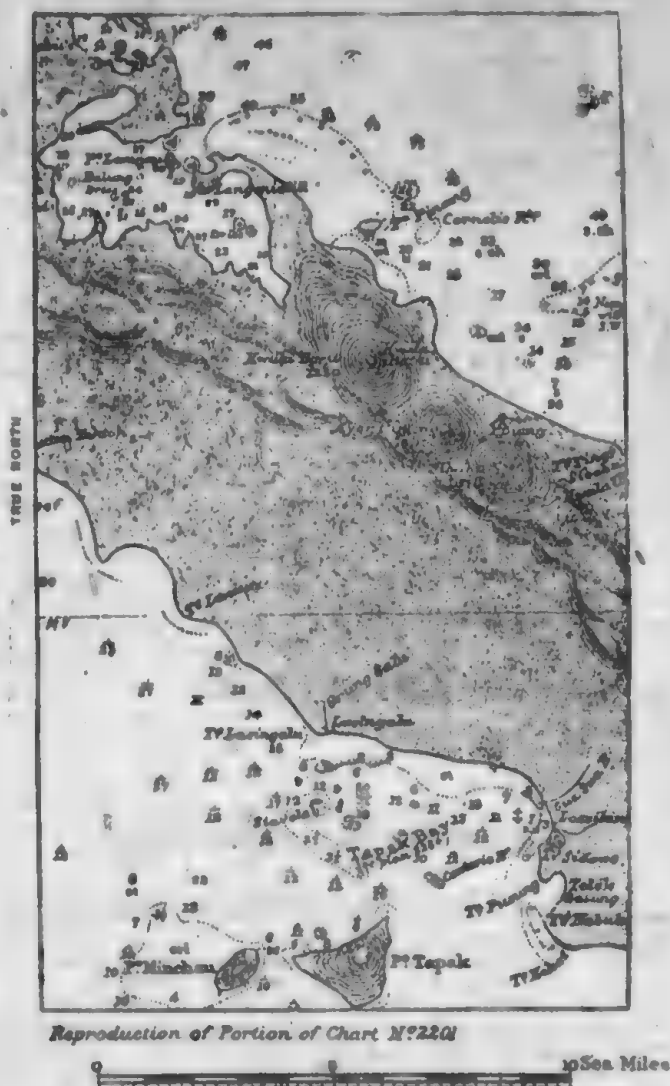
*Position.*—(a) Telok Dalam entrance, lat.  $2^{\circ} 40' N$ , long.  $96^{\circ} 10\frac{1}{2}' E$ .  
(b) Pulo Minchau, lat.  $2^{\circ} 22\frac{1}{2}' N$ , long.  $96^{\circ} 11\frac{1}{2}' E$ .

*Details.*—The accompanying reproduction of a portion of chart No. 2201 shows amendments to the chart with regard to shoals off the entrance to Telok Dalam and northward of Pulo Minchau.

*Charts affected.*—No. 2201, Simalur island.  
„ 2760, Acheh head to Chingkuk bay.

*Publication.*—China Sea Pilot. Vol. I, 1916, pages 408, 409, 415.

*Authority.*—Netherlands Government Chart. (H. 9137/19.)



BORNEO, NORTH-WEST COAST.

*Barram Point—Reported extension of shoal off.*

No. 229 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1033 of 1920), are republished:—

*Position*.—Barram point, lat.  $4^{\circ} 37' N.$ , long.  $113^{\circ} 59' E.$

*Details.*—The shoal off Burrum point is reported to be extending as indicated in the following cautionary note, which is to be inserted on the charts:—

"Shoal water repd. to have extended 5 miles N. W.  
from Barram Pt. (1920)."

*Charts affected.*—No. 2108, Tatan point to Barram point.

.. 2109, Barram point to Nosong point.

„ 2660b, China sea, southern portion—eastern sheet.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 86; Revised Supplement (3), 1919.

**Authority.**—Commander-in-Chief, China Station. (H. 3922/20.)

## AUSTRALIA—VICTORIA, PORT PHILLIP ENTRANCE.

*Queenscliff High Light—Amendment to Admiralty publications.*

No. 230 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1044 of 1920), are republished:—

*Position*.—On Shortland bluff, lat.  $38^{\circ} 16\frac{1}{2}'$  S., long.  $144^{\circ} 39\frac{1}{2}'$  E.

*New abridged description*.—High Lt. F. & Occ., 'ev. 5 sec. 130 ft., vis. 17 m.

*Details*.—In addition to the *fixed white* light, an *occulting white* light *every five seconds* is exhibited from the same tower and shows thus:—

Light.	Eclipse.
3 sec.	2 sec.

The *occulting white* light is visible from  $37^{\circ}$  to  $47^{\circ}$ , which is  $5^{\circ}$  on either side of the leading line.

*Remarks*.—The charts are to be corrected for the above information and the southern *fixed white* sector of the high light, visible from  $14^{\circ}$  to  $59^{\circ}$ , is also to be inserted on the charts.

*Charts affected*.—No. 2747, Entrance to Port Phillip.  
 „ 309, Port Phillip—west channel.  
 „ 1171, Port Phillip.  
 „ 1695b, Bass strait—western sheet.

*Publications*.—List of Lights, Part VI, 1920, No. 2420.  
 Australia Pilot, Vol. II, 1918, page 90.

*Authority*.—Port Officer, Melbourne. (H. 1077/20.)

## CHINA, SOUTH-EAST COAST.

*Hongkong Harbour—Alteration in time-signals.*

No. 231 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1920), are republished:—

*Position*.—Time-ball tower, Blackhead hill, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long.  $114^{\circ} 10\frac{1}{2}'$  E.

*Details*.—The time-ball is now dropped from the Time-ball tower at 22h. 00m. 00s. Standard Time of 120th meridian, corresponding to 14h. 00m. 00s. (0200) Greenwich Mean Time.

It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. (0800) Greenwich Mean Time, except on Saturdays, Sundays and holidays.

On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. (0500) Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time.

At night three white vertical lights on the Observatory W/T mast are simultaneously extinguished at the even seconds from 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. (1256) to 1h. 00m. 00s. (1300) Greenwich Mean Time, except at the 2nd, 28th, 50th, 52nd and 54th second of each minute.

The note on the chart is to be amended accordingly.

*Remarks*.—The ball will be hoisted half-mast at the 55th minute and close up at the 57th minute. Should the time-ball be out of order the above signals will be carried out with flag "Z" the storm-signal mast.

*Chart affected*.—No. 1459, Hongkong harbour.

*Publications*.—List of Lights, Part VI, 1920, No. 5141.  
 China Sea Pilot, Vol. III, 1912, page 507.

*Authority*.—Director, Royal Observatory, Hongkong. (H. 3883/20.)



## SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

*Savu Savu Point—Light established.*

No. 232 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1056 of 1920), are republished:—

*Position*.—On Point reef, at a distance of 12 cables,  $244^{\circ}$ , from Via island +.

Lat.  $16^{\circ} 49\frac{1}{2}'$  S., long.  $179^{\circ} 16\frac{1}{2}'$  E.

*Abridged description*.—Lt. F., 23 ft., vis. 5 m. (U).

*Characteristics*:—

*Character*.—Fixed white.

*Elevation*.—23 feet.

*Visibility*.—5 miles.

*Structure*.—Concrete tower, 28 feet in height.

*Remarks*.—The light has been established to assist local vessels entering and leaving Savu Savu bay at night.

*Charts affected*.—No. 727, Plan of Savu Savu bay.

„ 382, Vanua Levu (central portion), &c.

„ 440, Fiji islands, eastern group—northern portion.

„ 2691, Fiji islands.

*Publications*.—List of Lights, Part VI. 1920, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403.

*Authority*.—H.E. the Governor, Suva, Fiji. (H. 4069/20.)

## NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Hitchfield Bank—Amended depth.*

No. 233 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1057 of 1920), are republished:—

*Position*.—Lat.  $7^{\circ} 46'$  N., long.  $149^{\circ} 42'$  E., on chart No. 980.

*Details*.—The least depth on the bank is reported to be 5 fathoms, instead of 11 fathoms as hitherto shown on the charts.

*Charts affected*.—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

*Publication*.—Pacific Islands Pilot, Vol. I, 1908, page 410.

*Authority*.—Tokyo Notice No. 59 of 1920. (H. 4041/20.)

## PERSIAN GULF.

*Bahrein Harbour approach. Inner Light-buoy—Light temporarily extinguished.*

No. 234 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1920), are republished:—

*Position*.—About 3 miles east-south-eastward of Jadum shoal.

Lat.  $26^{\circ} 20\frac{1}{2}'$  N., long.  $50^{\circ} 34\frac{1}{2}'$  E.

*Details*.—The red flashing light, exhibited from the red conical buoy, in the above position, has been temporarily extinguished.

*Charts temporarily affected*.—No. 20, Bahrein Harbour.

„ 2837b, Persian Gulf—western sheet.

*Publications*.—Persian Gulf Pilot, 1915, page 124.

Indian List of Lights, 38th issue, 1919, No. 23.

*Authority*.—The Port Officer, Basra, dated 23rd July 1920.

## PERSIAN GULF.

*Abu Shahr (Bushire), Outer Anchorage Light buoy—Light temporarily extinguished.*

*No. 235 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1920), are republished :—

*Position.*—About 4 miles and  $2\frac{1}{4}$  cables,  $262^{\circ}$  from Residency Flag Staff. Lat.  $28^{\circ} 58' 32''$  N., long.  $50^{\circ} 44' 52''$  E.

*Details.*—The white flashing light, exhibited from the red conical buoy in the above position has been temporarily extinguished.

*Charts temporarily affected.*—No. 27, Abu Shahr (Bushire).  
 „ 2837b, Persian Gulf—western sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 261.  
 Indian List of Lights, 38th issue, 1919, No. 34.

*Authority.*—The Port Officer, Basra, dated 23rd July 1920.

## INDIA—WEST COAST—CAPE COMORIN.

*Wadge Bank—Existence of shoal and discoloured water southward of.*

*No. 236 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M. of 1920), are republished :—

*Details.*—The Master of ss. “West Calumb” reports having sighted, on 13th July 1920, a shoal and discoloured water in the following position :—

## (a) Shoal—

*Position approximate.*—About 48 miles southward of Wadge Bank.  
 Lat.  $6^{\circ} 52'$  N., long.  $77^{\circ} 12'$  E.

*Description.*—A shoal with sea continually breaking over it.

## (b) Discoloured water—

*Position.*—At a distance of about 5 miles westward from the position (a).

Lat.  $6^{\circ} 52'$  N., long.  $77^{\circ} 07'$  E.

*Charts affected.*—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Coconada.

„ 70, Bay of Bengal.

„ 748b, Indian Ocean, northern portion.

*Publication.*—West Coast of India Pilot, 1919, page 123.

*Authority.*—The Port Officer, Aden, dated 14th July 1920.

## INDIA—WEST COAST.

*Jaigarh outer light—Information with regard to period.*

*No. 237 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1920), are republished :—

*Position.*—On the western point on Jaigarh headland.  
 Lat.  $17^{\circ} 17\frac{1}{2}'$  N., long.  $73^{\circ} 10\frac{1}{2}'$  E.

*Details.*—The period of the occulting white light is now every 15 seconds thus :—

Light.	Eclipse.
10 secs.	5 secs.

*Remarks.*—The other particulars of the light are the same as described in the Lists of Lights. Further notice will be given when the light has resumed its normal period of occulting every 20 seconds.

*Charts temporarily affected*—No. 247, Jaigarh.

„ 739, Boria Pagoda to Achra River.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications*.—List of Lights, Part VI, 1920, No. 410.

Indian List of Lights, 38th issue, 1919, No. 108.

West Coast of India Pilot, 1919, page 202.

*Authority*.—Hydrographic Note, H. M. S. "Colombo."

#### INDIA—WEST COAST—GOA COAST.

##### *Marmagoa Rock—Buoy disappeared.*

No. 238 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1920), are republished:—

*Position*.—At a distance of about 8 cables,  $323^{\circ}$  from the Marmagoa Fort. Lat.  $15^{\circ} 25\frac{1}{2}'$  N., long.  $73^{\circ} 47\frac{1}{2}'$  E.

*Details*.—Information has been received from the Chief Naval Services, Nova Goa, that the black trunco-conical buoy, marking the Marmagoa Rock, has disappeared.

*Caution*.—Mariners are warned accordingly.

*Charts temporarily affected*.—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

*Authority*.—The Port Officer, Bombay, dated 27th July 1920.

#### ARABIA, NORTH-EAST COAST—GULF OF OMAN.

##### *Maskat Island—Light not yet exhibited.*

No. 239 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1920), are republished:—

Former Notice No. 50-M. of 1919. (Admiralty No. 1769 of 1919).  
(*This Office No. 222 of 1919.*)

*Position*.—At a distance of about 2  $\frac{1}{10}$  cables,  $132^{\circ}$  from Fisher's rock. Lat.  $23^{\circ} 37\frac{1}{2}'$  N., long.  $58^{\circ} 36\frac{1}{2}'$  E.

*Details*.—This flashing white light has not yet been officially exhibited.

*Remarks*.—Further notice will be given when the light is exhibited.

*Charts affected*—No. 2869, Maskat and Al Matrah.

„ 2837a, Persian Gulf, eastern sheet.

„ 38, Maskat to Karachi.

„ 10c, Maskat to Ras Sukra.

*Publications*.—List of Lights, Part VI, 1920, No. 290.

Indian List of Lights, 38th issue, 1919, No. 18.

Persian Gulf Pilot, 1915, page 43.

*Authority*—The Director of the Royal Indian Marine, Bombay, dated 28th July 1920.

#### INDIA—WEST COAST.

##### *Bombay Harbour approaches—Fishing stakes removed.*

No. 240 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 117M. of 1920), are republished:—

Former Notice No. 29M. of 1920. (*This Office No. 83 of 1920.*)

*Details*.—All the groups of fishing stakes on the coast of the Thana district, which were reported to lie within the prohibited area, between—

Lat.  $19^{\circ} 00'$  N. and lat  $19^{\circ} 05'$  N., long  $72^{\circ} 31'$  E. and long.  $72^{\circ} 40'$  E.

have been removed.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.

*Authority.*—Secretary to Government, Marine Department, Bombay Castle, dated 27th July 1920.

#### AUSTRALIA—EAST COAST—INNER BARRIER ROUTE

*Port Douglas light*—Intended alteration in characteristics; *Red sector* to be inserted.

No. 241 (first publication).—

*Date of alteration.*—On or about 1st October 1920.

*Position.*—On Island Point.

Lat.  $16^{\circ} 28' S.$ , long.  $145^{\circ} 28' E.$  on Chart No. 2924.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing Light, with White and Red Sectors showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	15 secs.

*Sectors.*—White from  $151^{\circ}$  (S.  $35^{\circ}$  E. Mag.) through South and West to  $287^{\circ}$  (N.  $79^{\circ}$  W. Mag.); Red thence to  $331^{\circ}$  (N.  $35^{\circ}$  W. Mag.); Obscured elsewhere.

*Visibility.*—White, 10 miles. Red, 6 miles.

*Power.*—White, 1,000 candles. Red, 400 candles.

*Remarks.*—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2924, Cape Grafton to Hope Islands.

„ 2764, Coral Sea and Great Barrier Reefs.

„ Sheet II.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920 No. 2734.

Australia Pilot, Vol. IV, 1917, page 206.

*Authority.*—Melbourne Notice No. 14 of 1920.

#### AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

*Rocky Islet light*—Intended alteration in characteristics. Signal station to be discontinued.

No. 242 (first publication).—

*Date of alteration.*—On or about 18th October 1920.

*Position.*—On western slope of Rocky Islet.

Lat.  $15^{\circ} 37' S.$ , long.  $145^{\circ} 20' E.$  on Chart No. 2923.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.* Flashing White Light showing one flash every second thus:—

Flash	Eclipse
$\frac{1}{4}$ sec.	$\frac{1}{4}$ sec.

*Visibility.*—15 miles.

*Power.*—2,500 candles.

*Remarks.*—The light will be unwatched.

The Signal Station will be discontinued, and the Light-keeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No 2923, Hope Islands to Turtle Group.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet 11.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2740.

Australia Pilot, Vol. IV, 1917, page 213.

*Authority.*—Melbourne Notice No. 15 of 1920.

#### AUSTRALIA—SOUTH-WEST COAST—ROTTNEST ISLAND.

*Bathurst Point light*—Intended alteration in character.

No. 243 (first publication).—

*Date of alteration.*—On or about 15th October 1920.

*Position.*—Lat.  $31^{\circ} 59'$  S., long.  $115^{\circ} 33'$  E. on Chart No. 1058.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned character :—

*Character.*—Group Flashing White Light, showing four flashes in quick succession every twelve seconds, thus :—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ sec.

*Remarks.*—The light will be unwatched.

The light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1058, Rottneest Island to Warnbro' Sound.

„ 1033, Champion Bay to Cape Naturaliste.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2270.

Australia Pilot, Vol. V, 1914, page 359.

*Authority.*—Melbourne Notice No. 16 of 1920.

#### AUSTRALIA—EAST COAST.

*Clarence River light*—Intended alteration in characteristics.

No. 244 (first publication).—

*Date of alteration.*—On or about 1st November 1920.

*Position.*—On South Head.

Lat.  $29^{\circ} 26'$  S., long.  $153^{\circ} 23'$  E. on Chart No. 1027.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics :—

*Character.*—Group Flashing White Light, showing three flashes in quick succession every nine seconds, thus :

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

*Visibility.*—12 miles.

*Power.*—1,500 candles.

*Remarks.*—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note*.—No further notice will be given.

*Charts affected*.—No. 1379, Plans in New South Wales—Clarence River entrance.

„ 1027, Coffs Island to Evans Head.

„ 3622, Port Jackson to Cape Byron.

*Publications*.—Lists of Lights and Time Signals, Part VI, 1920, No. 2583.

Australia Pilot, Vol. III, 1916, page 83.

*Authority*.—Melbourne Notice No. 18 of 1920.

## INDIA—WEST COAST.

### BOMBAY HARBOUR APPROACH.

*Bombay floating light-vessel—Replaced in position.*

*No. 245 (first publication).*—

*Former Notice*.—No. 203 of 1920.

*Subject*.—The Bombay floating light-vessel has been placed in position.

*Position*.—Lat.  $18^{\circ} 50'$  N., long.  $72^{\circ} 44'$  E., with Prongs lighthouse  $54^{\circ}$ , distant 1.6 miles.

*Charts affected*.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kandari Island.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

*Publications*.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1919, page 220.

*Authority*.—Director, R. I. Marine, Bombay, telegram dated 18th August 1920.

*The 9th August 1920.*

## PHILIPPINE ISLANDS—LUZON, LAMON BAY.

*Baliskin Islet—Light established.*

*No. 220 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1920), are republished:—

*Position*.—Lat.  $14^{\circ} 14' 35''$  N., long.  $121^{\circ} 53' 35''$  E.

*Abridged description*.—Lt. Fl., ev. 5 sec., vis. 12 m. (U).

*Characteristics:*

*Character*.—Flashing white every five seconds.

*Elevation*.—55 feet.

*Visibility*.—12 miles.

*Structure*.—White concrete pillar, 30 feet in height.

*Remarks*.—The light is unwatched.

*Charts affected*.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publications*.—List of Lights, Part VI, 1920, No. 1323a.

Eastern Archipelago Pilot, Part I, 1911, page 546.

*Authority*.—Bureau of Commerce and Industry Light List Manila., (H. 3712/20.)



## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

### *General Remarks.*

*No. 221 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1000 of 1920), are republished :—

*Former Notice—No. 703 of 1920 (This Office No. 156 of 1920);  
hereby cancelled.*

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmission. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

### Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following :—

- (a) A *weather report*, which is an official statement of existing weather conditions; and/or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The

same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

#### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ...	VLA	} No details	No details
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Is ...	VLC		
Macquarie Is. Radio ...	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ...	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ...	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ...	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ...	KAV	1200,* 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu "Western" ...	MPD	0930 — 1700	2700
Cleethorpe "Eastern" ...	BYB	— 1700	3000
" " "Northern" ...	BYB	1700	3000
" " "Scandinavia" ...	BYB	1700	3000
<b>HAWAIIAN Is :</b>			
Pearl Harbour ...	NPM	{ 0230, 0630 1830, 2230 }	? 600
<b>HOLLAND :</b>			
Scheveningen ...	PHC	1115, 2315	1800

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters. (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>INDIA :</b>			
Calcutta Radio ...	VWC	0730°, 1910	2000
Karachi Radio ...	VWK	} 0730, 1910 {	2000
Rangoon Radio ...	VTR		1200
Bombay Radio ...	VMB	} 0740, 1920 {	2000
Madras Radio ...	VWM		2000
Port Blair ...	VTP		1200
<b>JAPAN :</b>			
Choshi ...	JCS	1200°	600
Dairenwan ...	JDA	1200	600
Fuki Kaku ...	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ...	BYZ	2100	2700
<b>MEXICO :</b>			
Campeche ...	XAB	} 1837° {	600
Guayamas ...	XAH		
Mazatlan de Sinaloa ...	XAE		
Payo Obispo ...	XAC		
Vera Cruz ...	XAA		
<b>PHILIPPINES :</b>			
Kavite ...	NPO	{ 0300 } 1400	952 5000 (Continuous wave.)
<b>SAMOA :</b>			
Tutuila ...	NPU	{ 0330, 0730 } 1930, 2330	600
<b>SOUTH AFRICA :</b>			
Capetown Radio ...	MNC	1115	600
Durban Radio ...	VND	1115	600
<b>SPAIN :</b>			
Madrid ...	EGC	1330	2000
<b>UNITED STATES :</b>			
Washington (Arlington) ...	NAA	0300° & 1700°	2500
Annapolis ...	NBR	0130, 1330	1700
Key West ...	NAR	0300°	1500
S. Francisco ...	NPH	0600°	600 & 950
North Head ...	NPE	0600	600 & 950
S. Diego ...	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 4113/20.)

#### JAPAN—SHIMONOSEKI KAIKYO, WESTERN APPROACH.

##### *Wakamatsu Ko Light—Alteration in Characteristics.*

*No. 222 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1011 of 1920), are republished :—

*Position.*—On the outer extremity of the breakwater.

Lat. 33° 55½' N., long. 130° 49' E.

*New abridged description.*—Lt. Occ., Red, ev. 6 sec., 29 ft., vis. 10 m.

*Details.*—The fixed red light has been replaced by a light having the undermentioned characteristics:—

*Character.*—Occulting red every six seconds, thus:—

Light,	eclipse.
3 secs.	3 secs.

*Visibility.*—10 miles.

*Power.*—300 candles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

*Publications.*—List of Lights, Part VI, 1920, No. 1921.

Japan Pilot, 1914, page 554.

*Authority.*—Tokyo Notice No. 513 of 1920. (H. 3655/20.)

#### JAPAN—HONSHU, EAST COAST.

*Otsura (Isohama)—Light discontinued.*

*No. 223 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1920), are republished:—

*Position.*—Lat.  $36^{\circ} 18\frac{1}{2}'$  N., long.  $140^{\circ} 34\frac{1}{2}'$  E.

*Description.*—An occulting white light.

*Remarks.*—This light, which was extinguished in 1919, has been permanently discontinued and is to be expunged from the charts.

*Charts affected.*—No. 3334, Tokyo to Sendai bay.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 781, Pacific ocean,—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1920, No. 2068.

Japan Pilot, 1914, page 229; Revised Supplement (2), 1919.

*Authority.*—Tokyo Department of Communications Notice No. 532 of 1920. (H. 3836/20.)

#### CHINA, EAST COAST—WEI HAI WEI ANCHORAGE.

*Leu Kung Tau—Mooring buoy established southward of;  
Mooring buoys withdrawn.*

*No. 224 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1018 of 1920), are republished:—

##### 1. Mooring buoy established:

*Position.*—At a distance of 535 yards,  $162^{\circ}$ , from the iron chimney near the inshore end of the iron pier.

Lat  $37^{\circ} 30'$  N., long  $122^{\circ} 10'$  E.

*Description.*—Mooring-buoy.

2. Mooring-buoys withdrawn:

*Details.*—All the other mooring-buoys to the southward of Leu kung tau, including the target moorings southward of the Parade ground, have been withdrawn and are to be expunged from the charts.

*Charts affected.*—No. 3025, Wei hai wei anchorage  
„ 2823, Wei hai wei and approaches.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 456.

*Authority.*—Commander-in-Chief, China. (H. 3961/20.)

PHILIPPINE ISLANDS—LUZON.

*Burias Pass—Existence of rock.*

*No. 225 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1022 of 1920), are republished:—

*Position (approximate).*—At a distance of about 5 miles northward of Boca Engano.

Lat.  $12^{\circ} 52' 30''$  N., long.  $123^{\circ} 18' 00''$  E.

*Depth.*—Less than 6 feet.

*Remarks.*—The position of this rock is doubtful and it is to be marked "P. D." on the charts.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 478.

*Authority.*—U.S.A. Government Chart. (H. 1003/20.)

PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

*Nasipit Harbour—Light established.*

*No. 226 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1023 of 1920), are republished:—

*Position (approximate).*—On the bluff on the western side of the harbour entrance, and at a distance of  $6\frac{1}{2}$  cables,  $276^{\circ}$ , from the western corner of Nasipit house.

Lat.  $8^{\circ} 58\frac{1}{2}'$  N., long.  $125^{\circ} 19\frac{1}{2}'$  E.

*Abridged description.*—Lt. Fl., ev. 5 sec. vis. 15 m. (U) (posn. approx.)

*Characteristics:*

*Character.*—Flashing white every five seconds.

*Visibility.*—15 miles.

*Structure.*—Beacon.

*Note.*—The light is unwatched.

*Charts affected.*—No. 957, Plan of Nasipit harbour.

„ 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1920, No. 1161a.

Eastern Archipelago Pilot, Part I, 1911, page 433.

*Authority.*—Manila Notice No. 16 of 1919. (*H.* 1731/20.)

#### BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar*

*No. 227-I (second publication).—*

*Subject.*—The mark “Disc above two battens” leading over the Outer Bar was removed on the 29th July 1920.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice, dated 30th July 1920.

*The 2nd August 1920.*

#### EASTERN ARCHIPELAGO—CELEBES, SOUTH EAST COAST.

*Batu Ata (Hagedis Island) and vicinity—Amendments to charts.*

*No. 216 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 959 of 1920), are republished:—

*Position.*—Batu ata (Hagedis island), north point, lat.  $6^{\circ} 11' S$ , long.  $122^{\circ} 41' E$ .

*Details.*—(1) The amended position and description of Batu ata is shown on the accompanying reproductions of portions of charts Nos. 3616, 942a, 2759a and 1263.

The amended position of the drying rock southward of the foregoing island is also shown on the reproduction.

(2) A reliable survey has failed to reveal any trace of the following reefs, which have in consequence been omitted from the reproductions:—

(a) Reef formerly shown on charts about 10 miles southward of Batu ata, and marked “E. D.”

b) Six Feet bank eastward of Batu ata.

(c) The circular bank southward of Six Feet bank.



*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 476.

*Authority.*—Netherlands Government Chart and Hague Notice  
No. 2038 of 1919. (*H. 7818-19.*)

To accompany Admiralty Notice to Mariners No 640 of 1930

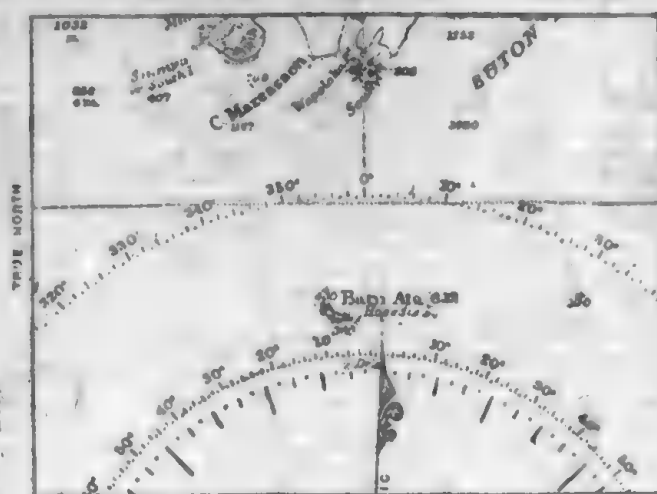


Reproduction of Portion of Chart N° 3626



Reproduction of Portion of Chart N° 1263





Reproduction of Portion of Chart No. 942A



Reproduction of Portion of Chart No. 942B



## CHINA SEA—GASPAR STRAIT.

*Mendanau Strait and approaches—Amendments to chart with regard to shoals.*

*No. 217 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 960 of 1920), are republished :—

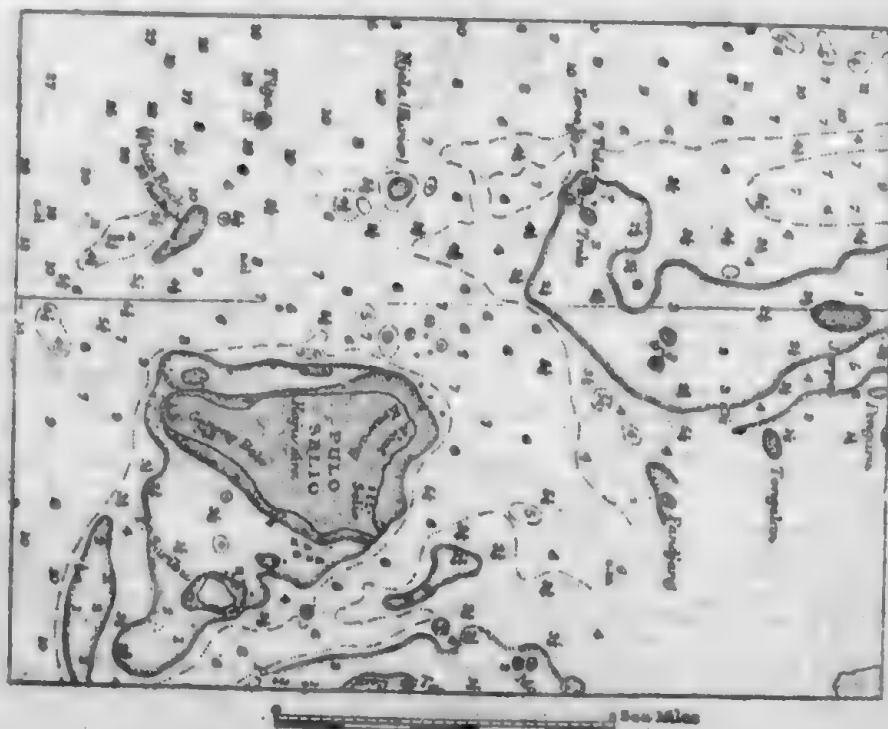
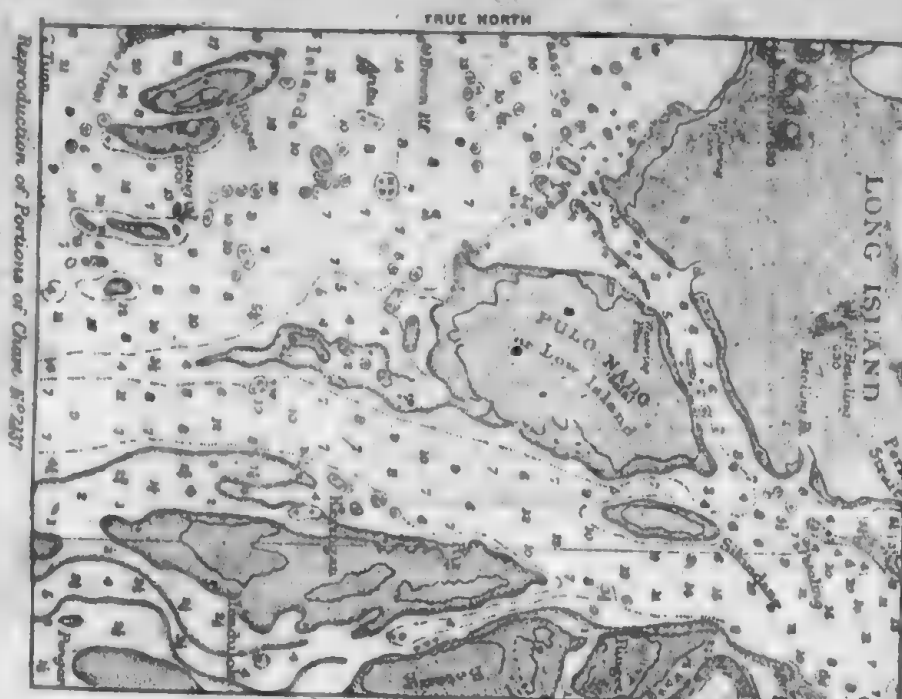
- *Position.*—Pulo Mendanau, south point, lat.  $2^{\circ} 56\frac{1}{2}'$  S., long.  $107^{\circ} 25'$  E.

*Details.*—Amendments to the chart with regard to shoals in Mendanau strait and southern approaches, embodying the latest information received, are shown on the accompanying reproduction of a portion of chart No. 2137.

*Chart affected.*—No. 2137, Gaspar strait.

*Publication.*—China Sea Pilot, Vol. II, 1915, pages 156, 158, 159, 160.

*Authority.*—Netherlands Government Chart. (H. 9358-19.)



RED SEA.

*Suez Bay*—Telegraph buoys established; Caution with regard to cables.

No. 218 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 968 of 1920), are republished:—

*Position.*—Port Ibrahim South mole head, lat.  $29^{\circ} 56\frac{1}{4}'$  N., long.  $32^{\circ} 33\frac{1}{4}'$  E.

## (1) Telegraph buoys established :

*Position.*—(a) At a distance of  $16\frac{1}{10}$  cables,  $257^{\circ}$ , from the green light on the South mole head at Port Ibrahim.

(b) At a distance of 2 miles  $6\frac{1}{2}$  cables,  $263^{\circ}$ , from the green light referred to above.

*Description.*—Each a black and white vertically striped buoy with ball topmark.

## (2) Caution with regard to cables :

*Caution.*—Owing to the existence of telegraph cables vessels are warned not to anchor within an area bounded by the following limits :—

(a) *On the East*—By a line drawn from a position  $18\frac{8}{10}$  cables,  $304^{\circ}$ , from the green light on the South mole head at Port Ibrahim, in a  $178^{\circ}$  direction for a distance of  $16\frac{1}{2}$  cables, thence in a  $230^{\circ}$  direction for a distance of  $14\frac{1}{10}$  cables, thence in a  $137^{\circ}$  direction for a distance of  $17\frac{6}{10}$  cables, thence in a  $163^{\circ}$  direction for a distance of 12 cables.

(b) *On the West*—By a line drawn from a position 2 miles  $4\frac{1}{2}$  cables,  $290^{\circ}$ , from the green light referred to above, in a  $202^{\circ}$  direction for a distance of  $10\frac{1}{2}$  cables, thence in a  $219^{\circ}$  direction for a distance of 2 miles  $3\frac{1}{10}$  cables, and thence in a  $140^{\circ}$  direction to Ras el Adabieh.

*Note.*—The above-mentioned limits are to be indicated on the charts by pecked lines and a cautionary note inserted.

*Charts affected.*—No. 734, Suez bay.

" 233, Suez canal.

*Publication.*—Red Sea, &c., Pilot, 1909, page 88.

*Authority.*—Eastern Telegraph Company, Ltd. (H. 3188-20.)

## JAPAN—HONSHU, SOUTH COAST.

*Su-no-saki—Light established.*

*No. 219 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 981 of 1920), are republished :—

*Position.*—Lat.  $34^{\circ} 58' 38''$  N., long.  $139^{\circ} 45' 40''$  E., on chart No. 2657.

*Abridged description.*—Lt. Alt. Fl., W.R., ev. 30 sec., 143 ft., vis. 18 m.

*Characteristics.* :—

*Character.*—An alternating flashing white and red light every thirty seconds.

*Elevation.*—143 feet.

*Visibility.*—18 miles : from  $347^{\circ}$ , through north, to  $253^{\circ}$ .

*Power.*—17,000 candles.

*Structure.*—White circular concrete tower, 40 feet in height.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

" 953, Omai saki to Tsurugi saki.

" 3334, Tokyo to Sendai bay.

" 996, Kii suido to Tokyo.

" 2347, Honshū, Kiusiu and Shikoku, &c.

" 2459, North-west Pacific ocean, &c.

" 781, Pacific ocean—north-west sheet.

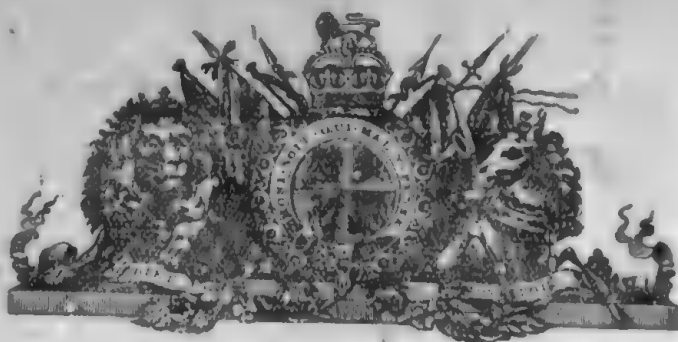
*Publications.*—List of Lights, Part VI, 1920, No. 2062a.

Japan Pilot, 1914, page 197.

*Authority.*—Tokyo, Department of Communications Notices No. 1531 of 1919 and No. 526 of 1920. (H. 197 & 3656-20.)

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 8, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

F. A. A. COWLEY,  
*Secy. to the Govt. of Bengal.*

CALCUTTA, the <sup>23rd</sup>/<sub>30th</sub> August 1920.

### AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)—Amended position of and depth over rock southward of.*

*No. 246 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1078 of 1920), are republished:—

*Position (approximate).*—At a distance of about 2 miles southward from Montagu island lighthouse, and one mile south-westward from the charted position of the 2½-fathom shoal marked "(P. D.)," which is to be expunged from the charts.

Lat. 36° 17' 00" S., long. 150° 14' 30" E.

*Depth.*—3 fathoms.

*Description.*—A pinnacle rock.

*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, page 448.

*Authority.*—Department of Navigation, Sydney. (H. 4121/20.)

## KOREA, SOUTH-EAST COAST—YON DAI SAN.

*Brine Point Lighthouse*—Buoys north-westward of, withdrawn;  
Obstruction removed.

*No. 247 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1920), are republished.

*Position.*—(i) At a distance of 2 miles,  $326^{\circ}$ , from Brine point lighthouse.

Lat.  $35^{\circ} 01' N.$ , long.  $128^{\circ} 48' E.$

(ii) At a distance of  $1\frac{1}{2}$  miles,  $324^{\circ}$ , from the same lighthouse.

*Details.*—The two red conical buoys in the above positions have been withdrawn, the obstruction between the buoys having been removed.

*Charts affected.*—No. 1065, Masanpho harbour and approaches.

„ 3366, Fusan harbour to Port Hamilton.

*Publication.*—E. C. of Korea, &c., Pilot, 1913, page 67; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 77 of 1920. (H. 4368-20.)

## JAPAN—SHIMONOSEKI KAIKYO.

*Hayatomo Seto*—Existence of wreck.

*No. 248 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1094 of 1920), are republished.

*Position (approximate).*—At a distance of 8 cables,  $242^{\circ}$ , from Kanabuse se light-beacon:

Lat.  $33^{\circ} 58' N.$ , long.  $130^{\circ} 58' E.$

*Description.*—Sunken wreck of a sailing vessel with two masts showing about 5 feet above water.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notice No. 87 of 1920. (H. 4369-20.)

## BORNEO, NORTH COAST—LABUAN ISLAND.

*Victoria Harbour*—Light established; Front Leading Light discontinued.

*No. 249 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1101 of 1920), are republished:—

(1) Light established:

*Position.*—On Enoe beacon, at a distance of about  $6\frac{1}{2}$  cables north-eastward from Enoe island.

Lat.  $5^{\circ} 15\frac{1}{2}' N.$ , long.  $115^{\circ} 14\frac{1}{2}' E.$

*Abridged description.*—(U) Lt. F., Red.

*Character.*—A fixed red light.

*Remarks.*—The light is unwatched.



## (2) Leading light discontinued:

*Position.*—Lat.  $5^{\circ} 16\frac{1}{2}'$  N., long.  $115^{\circ} 14\frac{1}{2}'$  E.*Details.*—The front leading light, an unwatched fixed red light, formerly situated in the above position, has been removed and is to be expunged from the charts, together with the leading line which referred to it.

The beacon from which the front leading light was exhibited still exists.

*Charts affected.*—No. 947, Victoria harbour.

„ 1844, Bruni bay and approaches.

„ 2109, Barram point to Nosong point.

*Publications.*—List of Lights, Part VI. 1920, Nos. 1108, 1109.

China Sea Pilot, Vol. IV, 1912, pages 109, 110; Supplement No. 5, 1920.

*Authority.*—Master Attendant, Singapore. (H. 4293-20.)

## CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel—Light-Buoy established.**No. 250 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1102 of 1920), are republished:—*Position.*—At a distance of 2 miles  $3\frac{1}{4}$  cables,  $152^{\circ}$ , from Liu chiao beacon.Lat.  $31^{\circ} 28'$  N., long.  $121^{\circ} 43\frac{1}{2}'$  E.*Description.*—A light-buoy, painted black, exhibiting an *occulting white light every eight seconds*, thus:

Light,	eclipse.
4 secs.	4 secs.

*Remarks.*—The light-buoy with occulting white light, shown on some copies of chart No. 1199 about  $2\frac{1}{2}$  miles north-westward of the above position, is to be expunged.*Charts affected.*—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

*Publication.*—China Sea Pilot. Part V, 1912, page 382.*Authority.*—Shanghai Notice No. 704 of 1920. (H. 4386-20.)

## INDIA, WEST COAST.

*Karachi Harbour—Outer Gas buoy is out.**No. 251 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1920), are republished:—*Position.*—At a distance of about  $3\frac{7}{10}$  cables eastward of the light on the end of the Manora breakwater.Lat.  $24^{\circ} 47'$  N.Long.  $67^{\circ} 59\frac{1}{2}'$  E.*Details.*—Information has been received from the Port Officer, Karachi, that the Outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is extinguished.*Chart temporarily affected.*—No. 40, Karachi Harbour.*Publication.*—West Coast of India Pilot. 1919, page 337.*Authority.*—The Port Officer, Bombay, dated 5th August 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

*Gogha or Goga—Light re-exhibited.*

No. 252 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1920), are republished :—

*Former Notice*—No. 93-M. of 1920. (*This Office No. 197 of 1920.*)

*Position*.—Lat.  $21^{\circ} 40\frac{1}{2}'$  N.

Long.  $72^{\circ} 15\frac{1}{2}'$  E.

*Details*.—The red fixed light on the south side of entrance to Gogha or Goga creek has been re-exhibited.

*Charts affected*.—No. 1085, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications*.—West Coast of India Pilot, 1919, page 270.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

*Authority*.—The Commissioner of Salt and Excise, Northern Division, Charagoda, dated 6th August 1920.

AUSTRALIA, EAST COAST—TRINITY BAY.

*Cairns harbour entrance—Position of gas buoy altered.*

No. 253 (*first publication*).—The Port Master, Brisbane, has given Notice (No. 3 of 1920), that on or about the 29th July 1920, the gas buoy marking the entrance to Cairns Harbour will be removed from its present location, 450 feet to the westward of the line of leads, to a position 4,700 feet seaward of the old clock beacon, and on the line of the black beacons marking the eastern side of the cutting, in latitude  $16^{\circ} 50' 50''$  south, longitude  $145^{\circ} 49' 25''$  east, with False Cape bearing south  $50^{\circ}$  east, distant 2 miles  $1\frac{1}{2}$  cables.

The light at present exhibited from the old clock structure 'will then be discontinued.

Vessels entering the port will bring the leads on as before outside of the gas buoy, and pass it on the port hand.

*Charts affected*.—Nos. 3133, 2350, 2924, Australia Directory, Vol. II.

BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Baroni rock buoy.*

No. 254 (*first publication*).—

*Former Notice*.—No. 129 of 1919.

*Subject*.—The lighted gas buoy marking the Baroni rock is extinguished and will be replaced by an unlighted spherical buoy painted black with a white horizontal band as soon as the weather permits.

*Chart affected*.—No. 834, Bassein river and approaches.

*Publication*.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

*Authority*.—Port Officer, Bassein, Burma, Notice dated 14th August 1920.

## BORNEO, NORTH-WEST COAST.

*Sungi Paloh entrance—Beacon erected.*

No. 255 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1920), are republished :—

*Position*.—On the western side of the river and at a distance of about  $1\frac{1}{2}$  miles from Tanjong Blimbing.

Lat.  $1^{\circ} 46' 46''$  N., long.  $109^{\circ} 17' 11''$  E.

*Description*.—A white beacon, with rectangular topmark.

*Charts affected*.—No. 2704, Tanjong Bayung to Tanjong Datu.

„ 2660a, China sea, southern portion—western sheet.

*Publication*.—China Sea Pilot, Vol. IV, 1912, page 44.

*Authority*.—Hague Notice No. 1298 of 1920. (H. 4454-20.)

## NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR ENTRANCES.

*Hayward Point—Light established.*

No. 256 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1115 of 1920), are republished :—

*Position*.—At a distance of  $17\frac{1}{10}$  cables,  $303^{\circ}$ , from Taiaroa head lighthouse.

Lat.  $45^{\circ} 46'$  S., long.  $170^{\circ} 42\frac{1}{2}'$  E.

*Abridged description*.—(U) Lt. Fl. W. R., *ev.* 4 sec., *vis.* 10 & 8 m.

*Characteristics :*

*Character*.—Flashing every four seconds, with white and red sectors, thus :

Flash.	eclipse.
$\frac{4}{10}$ sec.	$\frac{3\frac{1}{10}}{10}$ sec.

*Visibility*.—White light about 10 miles, red light about 8 miles.

*Sectors*.—White from  $127^{\circ}$  through south to  $255^{\circ}$ ;

Red thence to  $307^{\circ}$ .

*Remarks*.—The light is unwatched. The other characteristics of the light are not stated.

*Note*.—The red sector covers the shoals from Taiaroa head to the outer end of the bank.

Outward bound vessels should keep on the line of the leading lights until the white sector is entered before shaping their course.

*Charts affected*.—No. 2411, Otago harbour from the entrance to Dunedin.

„ 2532, Banks peninsula to Otago.

„ 2533, Otago to Mataura river.

„ 3629, Hokitika to Otago harbour.

*Publications*.—List of Lights, Part VI, 1920, No. 3039.

New Zealand Pilot, 1919, pages 362, 364.

*Authority*.—Wellington Notice No. 14 of 1920. (H. 4436-20.)

## AUSTRALIA—QUEENSLAND, STRADBROKE ISLAND.

*Swan Bay—Amendments to charts in vicinity of.*

No. 257 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1123 of 1920), are republished :—

*Position*.—Jumpin pin, lat.  $27^{\circ} 45'$  S., long.  $153^{\circ} 28'$  E.

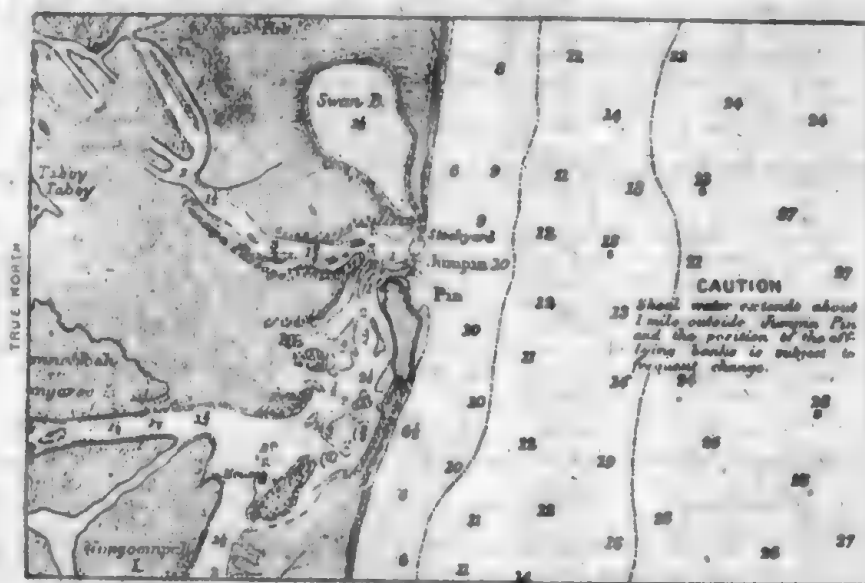
*Details*.—Amendments to the charts in the locality known as Jumpin pin, southward of Swan Bay, are shown on the accompanying reproduction of portions of charts Nos. 1029 and 3623.

*Remarks*—From the reproduction it will be observed that a breach in the coast line, not hitherto shown on the chart, exists in this vicinity. Shoal water due to this opening extends as shown in the cautionary note on the reproduction.

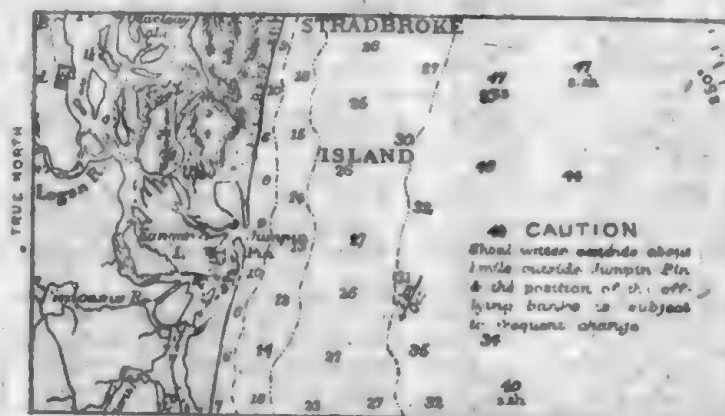
*Charts affected*.—No. 1029, Danger point to Cape Morton.  
 „ 3623, Cape Byron to Lady Elliot island.

*Publication*.—Australia Pilot, Vol. III, 1916, page 90.

*Authority*.—Marine Department, Brisbane. (H. 3002/20.)



Reproduction of Portion of Chart N°1029



Reproduction of Portion of Chart N°3623



#### JAPAN—INLAND SEA.

*Mitsugahama*—Amendments to charts with regard to harbour works.

No. 258 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1124 of 1920), are republished:—

*Position*.—Minato Yama ▲, lat.  $33^{\circ} 52' N.$ , long.  $132^{\circ} 42' E.$

*Details*.—The accompanying reproductions of portions of charts Nos. 83 and 694 show the necessary amendments with regard to the new harbour works at Mitsugahama.

*Charts affected.*—No. 83, Gogo shima to Miyo shima, with plan.

„ 694, Plan of Gogo shima and Horiyé anchorages.

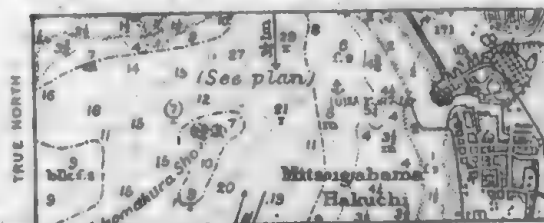
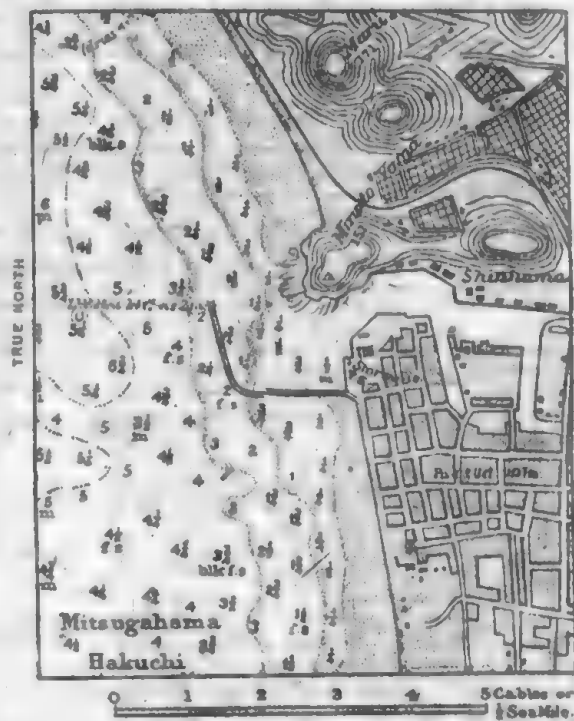
„ 3154, Ominase to Gogo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, No. 1946.

Japan Pilot, 1914, page 365; Revised Supplement (2), 1914.

*Authority.*—Tokyo Notice No. 49 of 1921. (H. 4039/20.)



Reproduction of Portion of Chart N°83



Reproduction of Portion of Chart N°694

## JAVA, NORTH COAST.

*Semarang Bay—Amended position of shoal; Alterations in buoyage.*

No. 259, (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1125 of 1920), are republished:—

*Position.*—Semarang, lat.  $6^{\circ} 58' S.$ , long.  $110^{\circ} 24' E.$

*Details.*—The accompanying reproduction of a portion of the plan of Semarang bay on chart No. 932 shows the amended position of the 2½-fathom shoal, which is now marked by the light-buoy indicated.

The light-buoys and buoys formerly in existence, but which are not shown on the reproduction, have been withdrawn.

Dredging in the approach is no longer in progress and the limits of this area and prohibited anchorage have therefore been omitted from the reproduction.

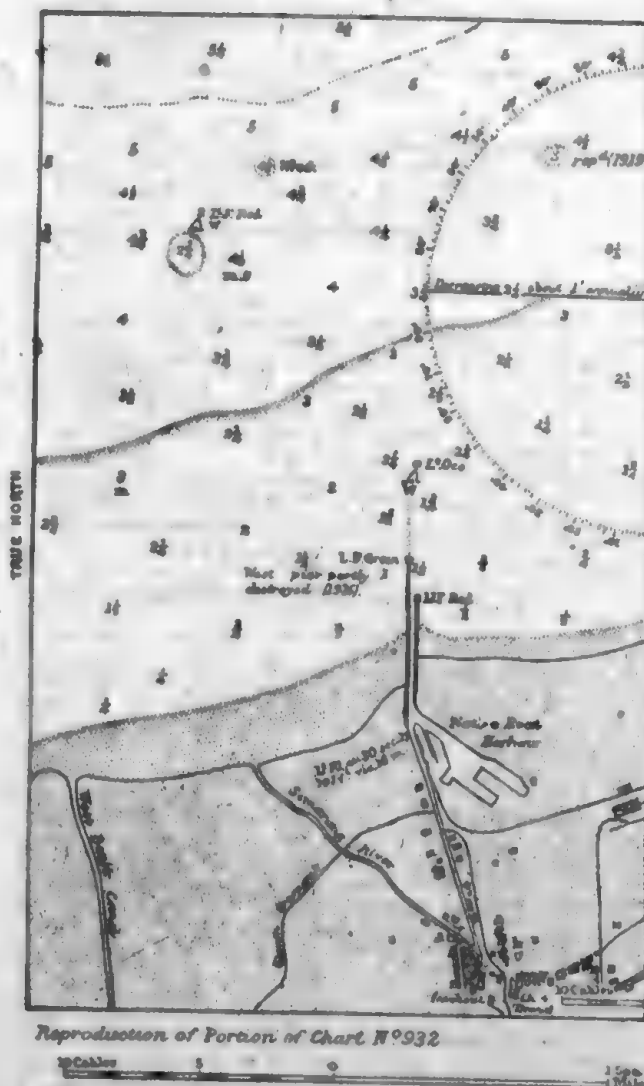
*Charts affected.*—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

„ 941a, Eastern Archipelago—sheet I.

*Publication*—Eastern Archipelago Pilot, Part II, 1913, pages 117, 118; Supplement No. 4, 1919.

*Authority.*—Netherlands Government Chart. (H. 3201/20.)





## SUMATRA, WEST COAST—MENTAWI ISLANDS.

*North and South Pagi Islands—Patches of discoloured water eastward of, to be expunged from chart.*

No. 260 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1126 of 1920), are republished:—

*Former Notice.*—No. 770 of 1920. (*This Office No. 162 of 1920.*)

*Position.*—(1) At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat.  $2^{\circ} 31' 30''$  S., long.  $100^{\circ} 05' 00''$  E.

(2) At a distance of about  $4\frac{1}{2}$  miles eastward from Simapopo on the east coast of South Pagi island.

Lat.  $2^{\circ} 51' 00''$  S., long.  $100^{\circ} 26' 00''$  E.

*Note.*—The danger lines in these positions and the notes "Discoloured water reported (1920)" are to be expunged from the chart.

*Chart affected.*—No. 2761, Chinguk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 462, 465.

*Authority.*—Netherlands Hydrographer. (H. 3201/20.)

## BAY OF BENGAL—BURMA, COAST OF ARAKAN.

*Zatlattung Island—Light discontinued.*

No. 261 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120 M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 30\frac{1}{2}'$  N.

Long.  $94^{\circ} 13\frac{1}{2}'$  E.

*Details.*—The red fixed light, exhibited on the west extreme of the Island, has been discontinued and is to be expunged from the Admiralty publications.

*Chart affected.*—No. 832, Cheduba Strait and Ramree Harbour.

*Publications.*—Bay of Bengal Pilot, 1910, page 364; List of Lights, Part VI, 1920, No. 636.

Indian List of Lights, 38th issue, 1919, page 50.

*Authority.*—The Port Officer, Burma, Rangoon, dated 4th August 1920.

*The 19th August 1920.*

## SUMATRA, WEST COAST.

*Simalur Island—Amendments to charts with regard to shoals.*

No. 228 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1032 of 1920), are republished:—

*Position.*—(a) Telok Dalam entrance, lat.  $2^{\circ} 40'$  N., long.  $96^{\circ} 10\frac{1}{2}'$  E.

(b) Pulo Minchau, lat.  $2^{\circ} 22\frac{1}{2}'$  N., long.  $96^{\circ} 11\frac{1}{2}'$  E.

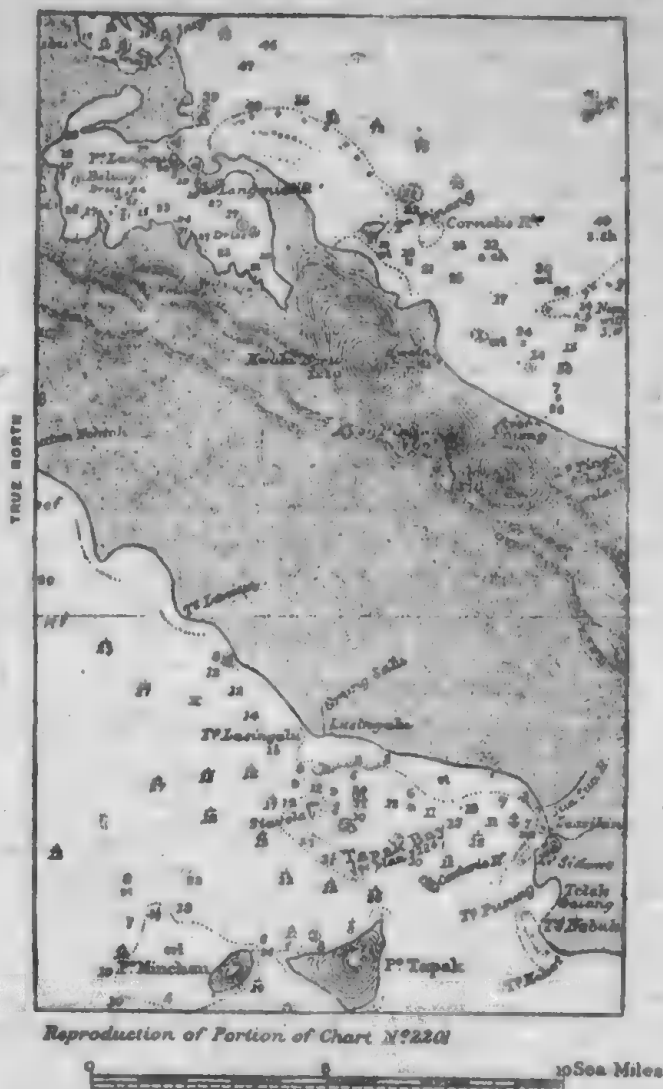
*Details.*—The accompanying reproduction of a portion of chart No. 2201 shows amendments to the chart with regard to shoals off the entrance to Telok Dalam and northward of Pulo Minchau.

*Charts affected.*—No. 2201, Simalur island.

„ 2760, Acheh head to Chinguk bay.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 408, 409, 415.

*Authority.*—Netherlands Government Chart. (H. 9137/19.)



BORNEO, NORTH-WEST COAST.

*Barram Point—Reported extension of shoal off.*

No. 229 (second publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1033 of 1920), are republished:—

*Position*.—Barram point, lat.  $4^{\circ} 37' N.$ , long.  $113^{\circ} 59' E.$

*Details.*—The shoal off Barram point is reported to be extending as indicated in the following cautionary note, which is to be inserted on the charts:—

"Shoal water rcpd. to have extended 5 miles N. W.  
from Barram Pt. (1920)."

*Charts affected.*—No. 2108, Tatan point to Barram point.  
 „ 2109, Barram point to Nosong point.  
 „ 2660*b*, China sea, southern portion—eastern sheet.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 86; Revised Supplement (3), 1919.

*Authority.*—Commander-in-Chief, China Station. (H. 3922/20.)

## AUSTRALIA—VICTORIA, PORT PHILLIP ENTRANCE.

*Queenscliff High Light—Amendment to Admiralty publications.*

*No. 230 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1044 of 1920), are republished :—

*Position.*—On Shortland bluff, lat.  $38^{\circ} 16\frac{1}{2}'$  S., long.  $144^{\circ} 39\frac{1}{2}'$  E.

*New abridged description.*—High Lt. F. & Occ., *ev.* 5 sec. 130 ft., *vis.* 17 m.

*Details.*—In addition to the *fixed white* light, an *occulting white* light *every five seconds* is exhibited from the same tower and shows thus :—

Light,	Eclipse,
3 sec.	2 sec.

The *occulting white* light is visible from  $37^{\circ}$  to  $47^{\circ}$ , which is  $5^{\circ}$  on either side of the leading line.

*Remarks.*—The charts are to be corrected for the above information and the southern *fixed white* sector of the high light, visible from  $14^{\circ}$  to  $59^{\circ}$ , is also to be inserted on the charts.

*Charts affected.*—No. 2747, Entrance to Port Phillip.  
 „ 309, Port Phillip—west channel.  
 „ 1171, Port Phillip.  
 „ 1695b, Bass strait—western sheet.

*Publications.*—List of Lights, Part VI, 1920, No. 2420.  
 Australia Pilot, Vol. II, 1918, page 90.

*Authority.*—Port Officer, Melbourne. (H. 1077/20.)

## CHINA, SOUTH-EAST COAST.

*Hongkong Harbour—Alteration in time-signals.*

*No. 231 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1920), are republished :—

*Position.*—Time-ball tower, Blackhead hill, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long.  $114^{\circ} 10\frac{1}{2}'$  E.

*Details.*—The time-ball is now dropped from the Time-ball tower at 22h. 00m. 00s. Standard Time of 120th meridian, corresponding to 14h. 00m. 00s. (0200) Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. (0800) Greenwich Mean Time, except on Saturdays, Sundays and holidays.

On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. (0500) Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time.

At night three white vertical lights on the Observatory W/T mast are simultaneously extinguished at the even seconds from 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. (1256) to 1h. 00m. 00s. (1300) Greenwich Mean Time, except at the 2nd, 28th, 50th, 52nd and 54th second of each minute.

The note on the chart is to be amended accordingly.

*Remarks.*—The ball will be hoisted half-mast at the 55th minute and close up at the 57th minute. Should the time-ball be out of order the above signals will be carried out with flag “Z” the storm-signal mast.

*Chart affected.*—No. 1459, Hongkong harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 5141.  
 China Sea Pilot, Vol. III, 1912, page 507.

*Authority.*—Director, Royal Observatory, Hongkong. (H. 3883/20.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

*Savu Savu Point—Light established.*

No. 232 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1056 of 1920), are republished :—

*Position*.—On Point reef, at a distance of 12 cables, 244°, from Via Via island +.

Lat. 16° 49½' S., long. 179° 16½' E.

*Abridged description*.—Lt. F., 23 ft., vis. 5 m. (U).

*Characteristics* :—

*Character*.—Fixed white.

*Elevation*.—23 feet.

*Visibility*.—5 miles.

*Structure*.—Concrete tower, 28 feet in height.

*Remarks*.—The light has been established to assist local vessels entering and leaving Savu Savu bay at night.

*Charts affected*.—No. 727, Plan of Savu Savu bay.

„ 382, Vanua Levu (central portion), &c.

„ 440, Fiji islands, eastern group—northern portion.

„ 2691, Fiji islands.

*Publications*.—List of Lights, Part VI, 1920, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403.

*Authority*.—H.E. the Governor, Suva, Fiji. (H. 4069/20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Hitchfield Bank—Amended depth.*

No. 233 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1057 of 1920), are republished :—

*Position*.—Lat. 7° 46' N., long. 149° 42' E., on chart No. 980.

*Details*.—The least depth on the bank is reported to be 5 fathoms, instead of 11 fathoms as hitherto shown on the charts.

*Charts affected*.—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

*Publication*.—Pacific Islands Pilot, Vol. I, 1908, page 410.

*Authority*.—Tokyo Notice No. 59 of 1920. (H. 4041/20.)

PERSIAN GULF.

*Bahrein Harbour approach, Inner Light-buoy—Light temporarily extinguished.*

No. 234 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1920), are republished :—

*Position*.—About 3 miles east-south-eastward of Jadum shoal.

Lat. 26° 20½' N., long. 50° 34½' E.

*Details*.—The red flashing light, exhibited from the red conical buoy, in the above position, has been temporarily extinguished.

*Charts temporarily affected*.—No. 20, Bahrein Harbour.

„ 2837b, Persian Gulf—western sheet.

*Publications*.—Persian Gulf Pilot, 1915, page 124.

Indian List of Lights, 38th issue, 1919, No. 23.

*Authority*.—The Port Officer, Basra, dated 23rd July 1920.

## PERSIAN GULF.

*Abu Shahr (Bushire), Outer Anchorage Light buoy—Light temporarily extinguished.*

*No. 235 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1920), are republished :—

*Position.*—About 4 miles and  $2\frac{1}{2}$  cables,  $262^{\circ}$  from Residency Flag Staff. Lat.  $28^{\circ} 58' 32''$  N., long.  $50^{\circ} 44' 52''$  E.

*Details.*—The white flashing light, exhibited from the red conical buoy in the above position has been temporarily extinguished.

*Charts temporarily affected.*—No. 27, Abu Shahr (Bushire).  
 „ 2837b, Persian Gulf—western sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 261.

Indian List of Lights, 38th issue, 1919, No. 34.

*Authority.*—The Port Officer, Basra, dated 23rd July 1920.

## INDIA—WEST COAST—CAPE COMORIN.

*Wadge Bank—Existence of shoal and discoloured water southward of.*

*No. 236 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M. of 1920), are republished :—

*Details.*—The Master of ss. “West Calumb” reports having sighted, on 13th July 1920, a shoal and discoloured water in the following position :—

## (a) Shoal—

*Position approximate.*—About 48 miles southward of Wadge Bank.  
 Lat.  $6^{\circ} 52'$  N., long.  $77^{\circ} 12'$  E.

*Description.*—A shoal with sea continually breaking over it.

## (b) Discoloured water—

*Position.*—At a distance of about 5 miles westward from the position (a).

Lat.  $6^{\circ} 52'$  N., long.  $77^{\circ} 07'$  E.

*Charts affected.*—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Coconada.

„ 70, Bay of Bengal.

„ 748b, Indian Ocean, northern portion.

*Publication.*—West Coast of India Pilot, 1919, page 123.

*Authority.*—The Port Officer, Aden, dated 14th July 1920.

## INDIA—WEST COAST.

*Jaigarh outer light—Information with regard to period.*

*No. 237 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1920), are republished :—

*Position.*—On the western point on Jaigarh headland.

Lat.  $17^{\circ} 17\frac{1}{4}'$  N., long.  $73^{\circ} 10\frac{1}{4}'$  E.

*Details.*—The period of the occulting white light is now every 15 seconds thus :—

Light.	Eclipse.
10 secs.	5 secs.

*Remarks.*—The other particulars of the light are the same as described in the Lists of Lights. Further notice will be given when the light has resumed its normal period of occulting every 20 seconds.

*Charts temporarily affected*—No. 247, Jaigarh.  
 „ 739, Boria Pagoda to Achra River.  
 „ 2736, Gulf of Kutch to Viziadrug.  
 „ 826, Karachi to Vengurla.

*Publications*.—List of Lights, Part VI, 1920, No. 410.  
 Indian List of Lights, 38th issue, 1919, No. 108.  
 West Coast of India Pilot, 1919, page 202.

*Authority*.—Hydrographic Note, H. M. S. "Colombo."

#### INDIA—WEST COAST—GOA COAST.

##### *Marmagoa Rock—Buoy disappeared.*

No. 238 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1920), are republished:—

*Position*.—At a distance of about 8 cables, 323° from the Marmagoa Fort. Lat. 15° 25½' N., long. 73° 47½' E.

*Details*.—Information has been received from the Chief Naval Services, Nova Goa, that the black trunco-conical buoy, marking the Marmagoa Rock, has disappeared.

*Caution*.—Mariners are warned accordingly.

*Charts temporarily affected*.—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

*Authority*.—The Port Officer, Bombay, dated 27th July 1920.

#### ARABIA, NORTH-EAST COAST—GULF OF OMAN.

##### *Maskat Island—Light not yet exhibited.*

No. 239 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1920), are republished:—

Former Notice No. 50-M. of 1919. (Admiralty No. 1769 of 1919).  
 (This Office No. 222 of 1919.)

*Position*.—At a distance of about 2  $\frac{1}{10}$  cables, 132° from Fisher's rock. Lat. 23° 37½' N., long. 58° 36½' E.

*Details*.—This flashing white light has not yet been officially exhibited.

*Remarks*.—Further notice will be given when the light is exhibited.

*Charts affected*.—No. 2869, Maskat and Al Matrah.

„ 2837a, Persian Gulf, eastern sheet.

„ 38, Maskat to Karachi.

„ 10c, Maskat to Ras Sukra.

*Publications*.—List of Lights, Part VI, 1920, No. 290.

Indian List of Lights, 38th issue, 1919, No. 18.

Persian Gulf Pilot, 1915, page 43.

*Authority*.—The Director of the Royal Indian Marine, Bombay, dated 28th July 1920.

#### INDIA—WEST COAST.

##### *Bombay Harbour approaches—Fishing stakes removed.*

No. 240 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 117M. of 1920), are republished:—

Former Notice No. 29M. of 1920. (This Office No. 83 of 1920.)

*Details*.—All the groups of fishing stakes on the coast of the Thana district, which were reported to lie within the prohibited area, between—

Lat. 19° 00' N. and lat 19° 05' N., long. 72° 31' E. and long. 72° 40' E.

have been removed.



*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.

*Authority.*—Secretary to Government, Marine Department, Bombay Castle, dated 27th July 1920.

#### AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

*Port Douglas light—Intended alteration in characteristics; Red sector to be inserted.*

*No. 241 (second publication).—*

*Date of alteration.*—On or about 1st October 1920.

*Position.*—On Island Point.

Lat.  $16^{\circ} 28' S.$  long.  $145^{\circ} 28' E.$  on Chart No. 2924.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group *Flushing Light*, with *White and Red Sectors* showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

*Sectors.*—White from  $151^{\circ}$  (S.  $35^{\circ}$  E. Mag.) through South and West to  $287^{\circ}$  (N.  $79^{\circ}$  W. Mag.); Red thence to  $331^{\circ}$  (N.  $35^{\circ}$  W. Mag.); Obscured elsewhere.

*Visibility.*—White, 10 miles. Red, 6 miles.

*Power.*—White, 1,000 candles. Red, 400 candles.

*Remarks.*—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2924, Cape Grafton to Hope Islands.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2734.

Australia Pilot, Vol. IV, 1917, page 206.

*Authority.*—Melbourne Notice No. 14 of 1920.

#### AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

*Rocky Islet light—Intended alteration in characteristics. Signal station to be discontinued.*

*No. 242 (second publication).—*

*Date of alteration.*—On or about 18th October 1920.

*Position.*—On western slope of Rocky Islet.

Lat.  $15^{\circ} 37' S.$  long.  $145^{\circ} 20' E.$  on Chart No. 2923.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Flashing White Light showing one flash every second thus:—

Flash	Eclipse
$\frac{1}{2}$ sec.	$\frac{1}{2}$ sec.

*Visibility.*—15 miles.

*Power.*—2,500 candles.

*Remarks.*—The light will be unwatched.

The Signal Station will be discontinued, and the Light-keeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No 2923, Hope Islands to Turtle Group.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2740.

Australia Pilot, Vol. IV, 1917, page 213.

*Authority.*—Melbourne Notice No. 15 of 1920.

#### AUSTRALIA—SOUTH-WEST COAST—ROTTNEST ISLAND.

*Bathurst Point light*—Intended alteration in character.

*No. 243 (second publication).*—

*Date of alteration.*—On or about 15th October 1920.

*Position.*—Lat.  $31^{\circ} 59' S.$ , long.  $115^{\circ} 33' E.$  on Chart No. 1058.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned character:—

*Character.*—Group Flashing White Light, showing four flashes in quick succession every twelve seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ sec.

*Remarks.*—The light will be unwatched.

The light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1058, Rottneest Island to Warnbro' Sound.

„ 1033, Champion Bay to Cape Naturaliste.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2270.

Australia Pilot, Vol. V, 1914, page 359.

*Authority.*—Melbourne Notice No. 16 of 1920.

#### AUSTRALIA—EAST COAST.

*Clarence River light*—Intended alteration in characteristics.

*No. 244 (second publication).*—

*Date of alteration.*—On or about 1st November 1920.

*Position.*—On South Head.

Lat.  $29^{\circ} 26' S.$ , long.  $153^{\circ} 23' E.$  on Chart No. 1027.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing three flashes in quick succession every nine seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

*Visibility.*—12 miles.

*Power.*—1,500 candles.

*Remarks.*—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note*.—No further notice will be given.

*Charts affected*.—No. 1379, Plans in New South Wales—Clarence River entrance.

„ 1027, Coffs Island to Evans Head.

„ 3622, Port Jackson to Cape Byron.

*Publications*.—Lists of Lights and Time Signals, Part VI, 1920, No. 2583.

Australia Pilot, Vol. III, 1916, page 83.

*Authority*.—Melbourne Notice No. 18 of 1920.

## INDIA—WEST COAST.

### BOMBAY HARBOUR APPROACH.

#### *Bombay floating light-vessel—Replaced in position.*

*No. 245 (second publication).*—

*Former Notice*.—No. 203 of 1920.

*Subject*.—The Bombay floating light-vessel has been placed in position.

*Position*.—Lat.  $18^{\circ} 50'$  N., long.  $72^{\circ} 44'$  E., with Prongs lighthouse  $54^{\circ}$ , distant 4.6 miles.

*Charts affected*.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications*.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1919, page 220.

*Authority*.—Director, R. I. Marine, Bombay, telegram dated 18th August 1920.

*The 9th August 1920.*

## PHILIPPINE ISLANDS—LUZON, LAMON BAY.

### *Baliskan Islet—Light established.*

*No. 220 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1920), are republished:—

*Position*.—Lat.  $14^{\circ} 14' 35''$  N., long.  $121^{\circ} 53' 35''$  E.

*Abridged description*.—Lt. Fl., ev. 5 sec., vis. 12 m. (U).

*Characteristics*:

*Character*.—Flashing white every five seconds.

*Elevation*.—55 feet.

*Visibility*.—12 miles.

*Structure*.—White concrete pillar, 30 feet in height.

*Remarks*.—The light is unwatched.

*Charts affected*.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publications*.—List of Lights, Part VI, 1920, No. 1323a.

Eastern Archipelago Pilot, Part I, 1911, page 546.

*Authority*.—Bureau of Commerce and Industry Light List  
Manila. (H. 3712/20.)

## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

### *General Remarks.*

*No. 221 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1000 of 1920), are republished:—

*Former Notice—No. 703 of 1920 (This Office No. 156 of 1920);  
hereby cancelled.*

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmission. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

### Issue of Weather Bulletins to Ships.

6. A wireless weather bulletin may contain both or either of the following:—

- (a) A weather report, which is an official statement of existing weather conditions; and/or
- (b) A weather forecast, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The

same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

#### SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA :</b>			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ...	VLA	} No details	No details
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Is ...	VLC		
Macquarie Is. Radio ...	VIQ		
<b>BRAZIL :</b>			
Ilha do Governador ...	SOH	0000*	1800
<b>CHINA :</b>			
Shanghai—Zikawei ...	FFZ	0300*, 0900	600
<b>FRANCE :</b>			
Eiffel Tower ...	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA :</b>			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
<b>GERMANY :</b>			
Norddeich ...	KAV	1200,* 2200	1650
<b>GREAT BRITAIN :</b>			
Poldhu "Western" ...	MPD	0930 <u>11</u> —	2700
Cleethorpes "Eastern" ...	BYB	<u>11</u> — 1700	3000
" "Northern" ...	BYB	1700	3000
" "Scandinavia" ...	BYB	<u>1700</u>	3000
<b>HAWAIIAN IS :</b>			
Pearl Harbour ...	NPM	{ 0230, 0630 } 1830, 2230	? 600
<b>HOLLAND :</b>			
Scheveningen ...	PHC	1115, 2315	1800

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters. (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
<b>INDIA :</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200
<b>JAPAN :</b>			
Choshi ... ..	JCS	1200*	600
Dairenwan ... ..	JDA	1200	600
Fuki Kaku ... ..	JKF	1130	600
<b>MEDITERRANEAN :</b>			
Rinella ... ..	BYZ	2100	2700
<b>MEXICO :</b>			
Campeche ... ..	XAB	} 1837* {	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAO		
Vera Cruz ... ..	XAA		
<b>PHILIPPINES :</b>			
Kavite ... ..	NPO	{ 0300 } 1400 } *	952 5000 (Continuous wave.)
<b>SAMOA :</b>			
Tutuila ... ..	NPU	{ 0330, 0730 } 1930, 2330 }	600
<b>SOUTH AFRICA :</b>			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
<b>SPAIN :</b>			
Madrid ... ..	EGC	1330	2000
<b>UNITED STATES :</b>			
Washington (Arlington) ... ..	NAA	0300* & 1700*	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300*	1500
S. Francisco ... ..	NPH	0600*	600 & 950
North Head ... ..	NPE	0600	600 & 950
S. Diego ... ..	NPL	0600	600 & 950

\* Weather bulletin follows a time signal.

*Note.*—This Notice will be subject to revision from time to time.*Authority.*—The Lords Commissioners of the Admiralty. (H. 4113/20.)**JAPAN—SHIMONOSEKI KAIKYO, WESTERN APPROACH.***Wakamatsu Ko Light—Alteration in Characteristics.**No. 222 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1011 of 1920), are republished:—*Position.*—On the outer extremity of the breakwater.

Lat. 33° 55½' N., long. 130° 49' E.

*New abridged description.*—Lt. Occ., Red, ev. 6 sec., 29 ft., vis. 10 m.



*Details.*—The fixed red light has been replaced by a light having the undermentioned characteristics :—

*Character.*—Occulting red every six seconds, thus :—

Light,	eclipse.
3 secs.	3 secs.

*Visibility.*—10 miles.

*Power.*—300 candles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

*Publications.*—List of Lights, Part VI, 1920, No. 1921.

Japan Pilot, 1914, page 554.

*Authority.*—Tokyo Notice No. 513 of 1920. (H. 3655/20.)

#### JAPAN—HONSHU, EAST COAST.

*Otsura (Isohama)—Light discontinued.*

*No. 223 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1920), are republished :—

*Position.*—Lat.  $36^{\circ} 18' N.$ , long.  $140^{\circ} 34' E.$

*Description.*—An occulting white light.

*Remarks.*—This light, which was extinguished in 1919, has been permanently discontinued and is to be expunged from the charts.

*Charts affected.*—No. 3334, Tokyo to Sendai bay.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1920, No. 2068.

Japan Pilot, 1914, page 229; Revised Supplement (2), 1919.

*Authority.*—Tokyo Department of Communications Notice No. 532 of 1920. (H. 3836/20.)

#### CHINA, EAST COAST—WEI HAI WEI ANCHORAGE.

*Leu Kung Tau—Mooring buoy established southward of ;  
Mooring buoys withdrawn.*

*No. 224 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1018 of 1920), are republished :—

1. Mooring buoy established :

*Position.*—At a distance of 535 yards,  $162^{\circ}$ , from the iron chimney near the inshore end of the iron pier.

Lat  $37^{\circ} 30' N.$ , long  $122^{\circ} 10' E.$

*Description.*—Mooring-buoy.

2. Mooring-buoys withdrawn:

*Details.*—All the other mooring-buoys to the southward of Len kung tau, including the target moorings southward of the Parade ground, have been withdrawn and are to be expunged from the charts.

*Charts affected.*—No. 3025, Wei hai wei anchorage  
 „ 2823, Wei hai wei and approaches.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 456.

*Authority.*—Commander-in-Chief, China. (H. 3961/20.)

PHILIPPINE ISLANDS—LUZON.

*Burias Pass—Existence of rock.*

No. 225 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1022 of 1920), are republished:—

*Position (approximate).*—At a distance of about 5 miles northward of Boca Engano.

Lat.  $12^{\circ} 52' 30''$  N., long.  $123^{\circ} 18' 00''$  E.

*Depth.*—Less than 6 feet.

*Remarks.*—The position of this rock is doubtful and it is to be marked "P. D." on the charts.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 478.

*Authority.*—U.S.A. Government Chart. (H. 1003/20.)

PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

*Nasipit Harbour—Light established.*

No. 226 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1023 of 1920), are republished:—

*Position (approximate).*—On the bluff on the western side of the harbour entrance, and at a distance of  $6\frac{1}{2}$  cables,  $276^{\circ}$ , from the western corner of Nasipit house.

Lat.  $8^{\circ} 58\frac{1}{2}'$  N., long.  $125^{\circ} 19\frac{1}{2}'$  E.

*Abridged description.*—Lt. Fl., ev. 5 sec. vis. 15 m. (U) (posn. approx.).

Characteristics:

*Character.*—Flashing white every five seconds.

*Visibility.*—15 miles.

*Structure.*—Beacon.

*Note.*—The light is unwatched.

*Charts affected.*—No. 957, Plan of Nasipit harbour.

„ 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1920, No. 1161*a*.

Eastern Archipelago Pilot, Part 1, 1911, page 433.

*Authority.*—Manila Notice No. 16 of 1919. (*H. 1731/20.*)

#### BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar*

*No. 227-I (third publication).—*

*Subject.*—The mark “Disc above two battens” leading over the Outer Bar was removed on the 29th July 1920.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice, dated 30th July 1920.

W. K. THYNE, COMDR., R.I.M..

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 15, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.

F. A. A. COWLEY,  
Secy. to the Govt. of Bengal.

CALCUTTA, the 6th September 1920.

#### CHINA, SOUTH COAST—CANTON RIVER.

*Wangmun Entrance light—Alteration in characteristics.*

No. 262 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1920), are republished:—

*Position*.—On the western edge of Swashway bank.

Lat.  $22^{\circ} 35\frac{1}{4}'$  N., long.  $113^{\circ} 36\frac{1}{4}'$  E.

*New abridged description*.—Lt. Fl. ev. 3 sec., 40 ft., vis. 12 m.

*Details*.—The group occulting white light has been replaced by a light having the undermentioned characteristics:—

*Character*.—Flashing white every three seconds, thus:

Flash,	eclipse.
$\frac{3}{10}$ sec.	$\frac{2}{10}$ secs.

*Visibility*.—12 miles.

*Remarks*.—The other characteristics of the light remain unchanged.

*Charts affected*.—No. 3682, Kap sing mun to Boca Tigris—northern sheet.

„ 3588, Canton river delta.

„ 3026, Macao to Pedro Blanco, including Hongkong.

„ 2562, Canton river with its western branches.

*Publications*.—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

*Authority*.—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

#### PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

*Amendments to charts with regard to shoals.*

No. 263 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1920), are republished:—

*Position*.—(a) San Bernardino islet lighthouse, lat.  $12^{\circ} 45'$  N., long.  $124^{\circ} 17'$  E.

(b) Green island, lat.  $12^{\circ} 33\frac{1}{4}'$  N., long.  $124^{\circ} 28'$  E.



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#### CHINA, SOUTH COAST—CANTON RIVER.

*Wangmun Entrance light—Alteration in characteristics.*

No. 262 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1920), are republished:—

*Position.*—On the western edge of Swashway bank.

Lat.  $22^{\circ} 35\frac{1}{2}'$  N., long.  $113^{\circ} 36\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., ev. 3 sec., 40 ft., vis. 12 m.

*Details.*—The group occulting white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—Flashing white every three seconds, thus:

Flash,	eclipse.
$\frac{1}{10}$ sec.	$2\frac{7}{10}$ secs.

*Visibility.*—12 miles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 3682, Kap sing mun to Boca Tigris—northern sheet.

„ 3588, Canton river delta.

„ 3026, Macao to Pedro Blanco, including Hongkong.

„ 2562, Canton river with its western branches.

*Publications.*—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

*Authority.*—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

#### PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

*Amendments to charts with regard to shoals.*

No. 263 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1920), are republished:—

*Position.*—(a) San Bernardino islet lighthouse, lat.  $12^{\circ} 45'$  N., long.  $124^{\circ} 17'$  E.

(b) Green island, lat.  $12^{\circ} 33\frac{1}{2}'$  N., long.  $124^{\circ} 28'$  E.

*Details.*—The accompanying reproduction of portions of chart No. 3370 show the necessary amendments with regard to shoals in the vicinity of San Bernardino islets and Kabuan island.

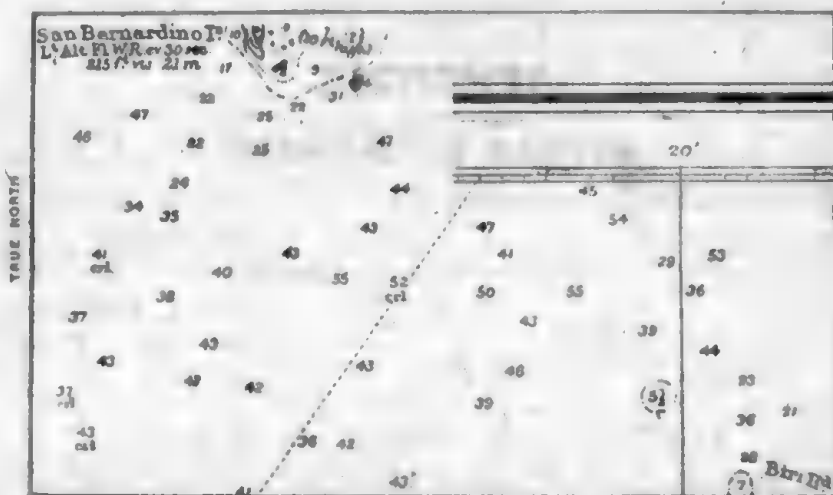
*Charts affected.*—No. 3370, San Bernardino strait and approaches.

2577, Philippine Islands between San Bernardino and Mindoro straits.

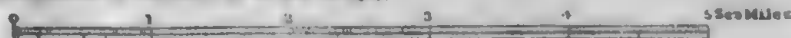
„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 507, 510, 511, 512, 603; Supplement No. 5, 1920.

**Authority.**—U.S.A. Government Chart. (H. 1027/20.)



Reproduction of Portions of Chare N° 3970.





INDIA, WEST COAST.

*Port of Bombay—Flagstaff shoal removed; Position of pilot vessel.*

*No. 264 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1168 of 1920), are republished:—

(1) Flagstaff shoal removed:

*Position.*—At a distance of about 6 cables northward of Middle ground.

Lat.  $18^{\circ} 55\frac{1}{2}'$  N., long.  $72^{\circ} 50\frac{1}{2}'$  E.

*Details.*—There is now a least depth of 24 feet over the Flagstaff shoal.

*Note.*—The shoal is to be expunged from the charts together with the 18-foot contour line encircling it and the depths shown therein. The cautionary note with regard to dredging in the vicinity of the Flagstaff shoal is also to be expunged from the charts.

(2) Position of pilot vessel:

*Details.*—The following note with regard to the position of the pilot vessel is to be inserted on the charts about three quarters of a mile south-eastward of Sunk rock:—

“NOTE.”

“*The usual position of the Pilot Vessel is about 8 cables south-eastward of Sunk Rk.*”

*Remarks.*—The notes regarding the pilot vessel's former cruising grounds, westward of Thal shoal, are to be expunged from chart No. 2621.

*Charts affected.*—No. 655, Port of Bombay.

.. 2621, Bombay harbour.

.. 737, Arnala island to Kundari island. (1)

*Authority.*—Port Officer, Bombay. (H. 4245/20 & 5172/19.)

INDIA, WEST COAST.

*Port of Bombay—Amended western limit.*

*No. 265 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1169 of 1920), are republished:—

*Position.*—Malabar point, lat.  $18^{\circ} 56\frac{1}{2}'$  N., long.  $72^{\circ} 47\frac{1}{2}'$  E.

*Details.*—The western limit of the port extends from the southern extremity of Malabar point to Bombay floating light and thence to the western side of Kundari island.

*Note.*—The southern limit is as shown on the chart.

*Chart affected.*—No. 2621, Bombay harbour.

*Publication.*—W. C. India Pilot, 1919, page 221.

*Authority.*—Port Officer, Bombay. (H. 4245/20.)

## JAPAN—HONSHU, SOUTH COAST.

*Su-no-saki—Amended position of light.*

*No. 266 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1920), are republished :—

*Former Notice.*—No. 981 of 1920. (*This office No. 219 of 1920.*)

*Position (approximate).*—Lat.  $34^{\circ} 58' 40''$  N., long.  $139^{\circ} 45' 26''$  E., on chart No. 2657.

*Description.*—An *alternating flashing white and red light every thirty seconds*, as described in the former notice.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

*Publications.*—List of Lights, Part VI, 1920, No. 2062a.  
Japan Pilot, 1914, page 197.

*Authority.*—Hydrographic Department. (*H. 4431/20.*)

## JAPAN—GULF OF TOKYO.

*Tsurugi Zaki—Non-existence of shoal south-eastward of.*

*No. 267 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1920), are republished :—

*Former Notice.*—No. 1801 of 1919. (*This office No. 344 of 1919.*)

*Position.*—At a distance of about  $11\frac{1}{2}$  cables south-eastward from Tsurugi zaki lighthouse, close north-westward of the 8 fathom shoal in that locality.

*Details.*—A recent survey of the locality having failed to reveal any trace of the shoal referred to in the former Notice quoted above, the note “ (Less water repd., 1919) ” is to be expunged from the charts.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi Saki.

*Publication.*—Japan Pilot, 1914, page 194; Revised Supplement (2), 1919.

*Authority.*—Tokyo Notice No. 403 of 1919. (*H. 1644/20.*)

## COCHIN CHINA—SAIGON RIVER ENTRANCE.

*Kua Tieu Entrance—Alterations in buoyage.*

*No. 268 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1920), are republished :—

## 1. Bell-buoy established—

*Position.*—At a distance of about  $5\frac{1}{2}$  miles eastward from the light on the northern side of the Kua Tieu entrance.

Lat.  $10^{\circ} 14' 52''$  N., long.  $106^{\circ} 54' 10''$  E.

*Description.*—A conical bell-buoy painted in black and white horizontal bands, with topmark consisting of two cones bases together.

## 2. Alteration in position of wreck-marking buoy:—

*New position.*—At a distance of about 4 cables south-westward from former position and half a mile south-westward from the wreck *Cambodge*.

Lat.  $10^{\circ} 13' 45''$  N., long.  $106^{\circ} 51' 34''$  E.

*Description.*—A green conical buoy.

## 3. Wreck-marking buoy established:—

*Position (approximate).*—At a distance of about one cable south-westward from the wreck of the *Francis Garnier*, and one mile south-eastward from Mirador point fort.

Lat.  $10^{\circ} 15' 28''$  N., long.  $106^{\circ} 46' 45''$  E.

*Description.*—A red conical buoy with cone topmark.

*Remarks.*—The wreck of the *Francis Garnier* is incorrectly shown and described as a rock on chart No. 1016, which is to be corrected accordingly.

*Note.*—The above positions refer to chart No. 1016.

*Charts affected.*—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

*Publication.*—China Sea Pilot, Vol. III, 1912, page 187; Supplement No. 4, 1919.

*Authority.*—H. B. M. Consul, Saigon. (H. 4233-20.)

## PORTUGUESE EAST AFRICA—POMBA (MWAMBI) BAY.

. *Mpira point light—Characteristics of.*

*No. 269 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1920), are republished:—

*Position (approximate).*—On the western extremity of Mpira point.

Lat.  $12^{\circ} 57\frac{1}{2}'$  S., long.  $40^{\circ} 29\frac{1}{2}'$  E.

*New abridged description.*—Lt. F., Red 41 ft., vis. 7 m. (P. A.).

*Details.*—This light has the undermentioned characteristics:—

*Character.*—Fixed red.

*Elevation.*—41 feet.

*Visibility.*—7 miles.

*Structure.*—Black wooden tower, 42 feet in height.

*Remarks.*—The note “(Lt. building)” shown against Mpira point on the plan of Pomba bay is to be expunged.

*Chart affected.*—No. 1809, Mozambique harbour to Ras Pekawi with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 93a.

Africa Pilot, Part III, 1915, page 296; Revised Supplement (2), 1919.

*Authority.*—Hydrographic Department. (H. 6327-18.)

## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

*General Remarks.*

*No. 270 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1920), are republished:—

*Former Notice.*—No. 1000 of 1920 (This office No. 221 of 1920); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from

ships at sea all over the world, and at the same time to organize the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

#### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GOK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions, and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

## SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA:—</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS		600
Awanui Radio ... ..	VLA	} No details	} No details
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Island ... ..	VLC		
Macquarie Island Radio ... ..	VIQ		
<b>BERMUDAS:—</b>			
<u>Somerset Island</u> ... ..	<u>BZR</u>	<u>0015 &amp; 1215</u>	<u>1600</u>
<b>BRAZIL:—</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CANADA:—</b>			
<u>Barrington Passage</u> ... ..	<u>VAL</u>	<u>0130 &amp; 1330</u>	<u>1600</u>
<b>CHINA:—</b>			
Shanghai—Zika wei ... ..	FFZ	0300*, 0900	600
<b>FRANCE:—</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA:—</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY:—</b>			
Norddeich ... ..	KAV	1200,* 2200	1650
<b>GREAT BRITAIN:—</b>			
Poldhu "Western" ... ..	MPD	0930	2700
Cleethorpes "Eastern" ... ..	BYB	1700	3000
" " "Northern" ... ..	BYB	1700	3000
" " "Scandinavia" ... ..	BYB	1700	3000
<b>HAWAIIAN Island:—</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } { 1830, 2230 }	600
<b>HOLLAND:—</b>			
Scheveningen ... ..	PCH	1115, 2315	1800
<b>INDIA:—</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
JAPAN:—			
Choshi ... ..	JCS	1200*	600
Dairen wan ... ..	JDA	1200	600
Fuki Kaku ... ..	JKF	1130	600
MEDITERRANEAN:—			
Rinella ... ..	BYZ	2100*	2700
MEXICO:—			
Campeche ... ..	XAB	1837*	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
NEWFOUNDLAND:—			
St. John's ... ..	BZM	0100 & 1300	1600
PHILIPPINES:—			
Kavite ... ..	NPO	{ 0300 } *	952 5000 (Continuous wave.)
SAMOA:—			
Tutuila ... ..	NPU	{ 0330, 0730 1930, 2330 }	600
SOUTH AFRICA:—			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
SPAIN:—			
Madrid ... ..	EGC	1330	2000
UNITED STATES:—			
Washington (Arlington) ... ..	NAA	0300* & 1700*	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300*	1500
North Head ... ..	NPE	0600	600 & 950
S. Francisco ... ..	NPH	0800	600
		1600	
		1200	
		2200	
		0800	
S. Diego ... ..	NPL	1600	600
		1200	950
		2200	
		0800	
Point Arguello ... ..	NPK	0800	950
		1600	
		1200	600
		2200	
WEST INDIES:—			
Christiana, Jamaica ... ..	BZQ	0100 & 1300	1200

\* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty and U. S. A.  
Hyd. Office Notice No. 1635 of 1920. (H. 4272-20.)



RED SEA—EASTERN SHORE.

*Mokha—Light reported extinguished.*

*No. 271 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1211 of 1920), are republished:—

*Position.*—On South fort, lat.  $13^{\circ} 18\frac{1}{2}'$  N., long.  $43^{\circ} 14'$  E.

*Description.*—A flashing white light.

*Remarks.*—The note “(*Repd. extinguished*) (1920)” is to be placed against this light on the charts.

*Note.*—The character of this light is incorrectly shown as fixed on chart No. 2523, which is to be corrected accordingly.

*Charts affected.*—No. 1955, Mokha road.

„ 3180, Straits of Bab-el-Mandeb and approaches.

„ 143, Jebel Teir to Perim island.

„ 8e, Red sea—sheet 5.

„ 2523, Red sea.

*Publications.*—List of Lights, Part V, 1920, No. 2202.

Red Sea Pilot, 1909, page 395 ; Revised Supplement (3), 1917.

*Authority.*—French Light List, 1920. (H. 4964/20.)

The 23<sup>rd</sup>  
30<sup>th</sup> August 1920.

AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)*—Amended position of and depth over rock southward of.

*No. 246 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1078 of 1920), are republished:—

*Position (approximate).*—At a distance of about 2 miles southward from Montagu island lighthouse, and one mile south-westward from the charted position of the 24-fathom shoal marked “(P. D.),” which is to be expunged from the charts.

Lat.  $36^{\circ} 17' 00''$  S., long.  $150^{\circ} 14' 30''$  E.

*Depth.*—3 fathoms.

*Description.*—A pinnacle rock.

*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, page 448.

*Authority.*—Department of Navigation, Sydney. (H. 4121/20.)

KOREA, SOUTH-EAST COAST—YON DAI SAN.

*Brine Point Lighthouse—Buoys north-westward of, withdrawn ;  
Obstruction removed.*

*No. 247 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1920), are republished.*

*Position.—(i) At a distance of 2 miles, 326°, from Brine point lighthouse.*

*Lat. 35° 01' N., long. 128° 48½' E.*

*(ii) At a distance of 1½ miles, 324°, from the same lighthouse.*

*Details.—The two red conical buoys in the above positions have been withdrawn, the obstruction between the buoys having been removed.*

*Charts affected.—No. 1065, Masanpho harbour and approaches.*

*„ 3366, Fusan harbour to Port Hamilton.*

*Publication.—E. O. of Korea, &c., Pilot, 1913, page 67 ; Supplement No. 4, 1919.*

*Authority.—Tokyo Notice No. 77 of 1920. (H. 4368-20.)*

JAPAN—SHIMONOSEKI KAIKYO.

*Hayatomo Seto—Existence of wreck.*

*No. 248 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1094 of 1920), are republished.*

*Position (approximate).—At a distance of 8 cables, 242°, from Kanabuse se light-beacon.*

*Lat. 33° 58' N., long. 130° 58' E.*

*Description.—Sunken wreck of a sailing vessel with two masts showing about 5 feet above water.*

*Charts affected.—No. 1578, Shimonoseki kaikyo.*

*„ 532, Approach to Shimonoseki kaikyo.*

*„ 3225, Shimonoseki kaikyo to Maruyama zaki.*

*Authority.—Tokyo Notice No. 87 of 1920. (H. 4369-20.)*

BORNEO, NORTH COAST—LABUAN ISLAND.

*Victoria Harbour—Light established ; Front Leading Light discontinued.*

*No. 249 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1101 of 1920), are republished :—*

*(1) Light established :*

*Position.—On Enoe beacon, at a distance of about 6½ cables north-eastward from Enoe island.*

*Lat. 5° 15½' N., long. 115° 14½' E.*

*Abridged description.—(U) Lt. F., Red.*

*Character.—A fixed red light.*

*Remarks.—The light is unwatched.*

(2) Leading light discontinued :

*Position.*—Lat.  $5^{\circ} 16\frac{1}{2}'$  N., long.  $115^{\circ} 14\frac{1}{2}'$  E.

*Details.*—The front leading light, an unwatched fixed red light, formerly situated in the above position, has been removed and is to be expunged from the charts, together with the leading line which referred to it.

The beacon from which the front leading light was exhibited still exists.

*Charts affected.*—No. 917, Victoria harbour.

„ 1844, Bruni bay and approaches.

„ 2109, Barram point to Nosong point.

*Publications.*—List of Lights, Part VI, 1920, Nos. 1108, 1109.

China Sea Pilot, Vol. IV, 1912, pages 109, 110;  
Supplement No. 5, 1920.

*Authority.*—Master Attendant, Singapore. (H. 4293-20.)

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel—Light-Buoy established.*

*No. 250 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1102 of 1920), are republished :—

*Position.*—At a distance of 2 miles  $3\frac{1}{4}$  cables,  $152^{\circ}$ , from Liu chiao beacon.

Lat.  $31^{\circ} 28'$  N., long.  $121^{\circ} 43\frac{1}{2}'$  E.

*Description.*—A light-buoy, painted black, exhibiting an occulting white light every eight seconds, thus :

Light,	eclipse.
4 secs.	4 secs.

*Remarks.*—The light-buoy with occulting white light, shown on some copies of chart No. 1199 about  $2\frac{1}{4}$  miles north-westward of the above position, is to be expunged.

*Charts affected.*—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

*Publication.*—China Sea Pilot, Part V, 1912, page 382.

*Authority.*—Shanghai Notice No. 704 of 1920. (H. 4386-20.)

INDIA, WEST COAST.

*Karachi Harbour—Outer Gas buoy is out.*

*No. 251 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1920), are republished :—

*Position.*—At a distance of about  $3\frac{1}{6}$  cables eastward of the light on the end of the Manora breakwater.

Lat.  $24^{\circ} 47'$  N.

Long.  $67^{\circ} 59\frac{1}{2}'$  E.

*Details.*—Information has been received from the Port Officer, Karachi, that the Outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is extinguished.

*Chart temporarily affected.*—No. 40, Karachi Harbour.

*Publication.*—West Coast of India Pilot, 1919, page 337.

*Authority.*—The Port Officer, Bombay, dated 5th August 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

*Gogha or Goga—Light re-exhibited.*

No. 252 (second publication).—The following particulars, etc. relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1920), are republished:—

*Former Notice*—No. 93-M. of 1920. (*This Office No. 197 of 1920.*)

*Position*.—Lat.  $21^{\circ} 40\frac{1}{2}'$  N.

Long.  $72^{\circ} 15\frac{1}{2}'$  E.

*Details*.—The red fixed light on the south side of entrance to Gogha or Goga creek has been re-exhibited.

*Charts affected*.—No. 1035, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications*.—West Coast of India Pilot, 1919, page 270.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

*Authority*.—The Commissioner of Salt and Excise, Northern Division, Charagoda, dated 6th August 1920.

AUSTRALIA, EAST COAST—TRINITY BAY.

*Cairns harbour entrance—Position of gas buoy altered.*

No. 253 (second publication).—The Port Master, Brisbane, has given Notice (No. 3 of 1920), that on or about the 29th July 1920, the gas buoy marking the entrance to Cairns Harbour will be removed from its present location, 450 feet to the westward of the line of leads, to a position 4,700 feet seaward of the old clock beacon, and on the line of the black beacons marking the eastern side of the cutting, in latitude  $16^{\circ} 50' 50''$  south, longitude  $145^{\circ} 49' 25''$  east, with False Cape bearing south  $50^{\circ}$  east, distant 2 miles  $1\frac{1}{4}$  cables.

The light at present exhibited from the old clock structure will then be discontinued.

Vessels entering the port will bring the leads on as before outside of the gas buoy, and pass it on the port hand.

*Charts affected*.—Nos. 3133, 2350, 2924, Australia Directory, Vol. II.

BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Baroni rock buoy.*

No. 254 (second publication).—

*Former Notice*.—No. 129 of 1919.

*Subject*.—The lighted gas buoy marking the Baroni rock is extinguished and will be replaced by an unlighted spherical buoy painted black with a white horizontal band as soon as the weather permits.

*Chart affected*.—No. 834, Bassein river and approaches.

*Publication*.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

*Authority*.—Port Officer, Bassein, Burma, Notice dated 14th August 1920.

## BORNEO, NORTH-WEST COAST.

*Sungi Paloh entrance—Beacon erected.*

No. 255 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1920), are republished :—

*Position.*—On the western side of the river and at a distance of about 1½ miles from Tanjong Blimbing.

Lat. 1° 46' 46" N., long. 109° 17' 11" E.

*Description.*—A white beacon, with rectangular topmark.

*Charts affected.*—No. 2104, Tanjong Bayung to Tanjong Datu.

" 2660a, China sea, southern portion—western sheet.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 44.

*Authority.*—Hague Notice No. 1298 of 1920. (H. 4454-20.)

## NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR ENTRANCES.

*Hayward Point—Light established.*

No. 256 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1115 of 1920), are republished :—

*Position.*—At a distance of 17½ cables, 303°, from Taiaroa head lighthouse.

Lat. 45° 46' S., long. 170° 42½' E.

*Abridged description.*—(U) Lt. Fl., W. R., ev. 4 sec., vis. 10 & 8 m.

*Characteristics :*

*Character.*—Flashing every four seconds, with white and red sectors, thus :

Flash.	eclipse.
3 10 sec.	3½ 10 sec.

*Visibility.*—White light about 10 miles, red light about 8 miles.

*Sectors.*—White from 127° through south to 255° ;

Red thence to 307°.

*Remarks.*—The light is unwatched. The other characteristics of the light are not stated.

*Note.*—The red sector covers the shoals from Taiaroa head to the outer end of the bank.

Outward bound vessels should keep on the line of the leading lights until the white sector is entered before shaping their course.

*Charts affected.*—No. 2411, Otago harbour from the entrance to Dunedin.

" 2532, Banks peninsula to Otago.

" 2533, Otago to Maitauri river.

" 3629, Hokitika to Otago harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3039.

New Zealand Pilot, 1919, pages 362, 364.

*Authority.*—Wellington Notice No. 14 of 1920. (H. 4436-20.)

## AUSTRALIA—QUEENSLAND, STRADBROKE ISLAND.

*Swan Bay—Amendments to charts in vicinity of.*

No. 257 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1123 of 1920), are republished :—

*Position.*—Jumpin pin, lat. 27° 45' S., long. 153° 28' E.

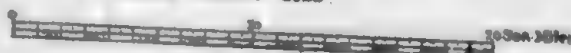
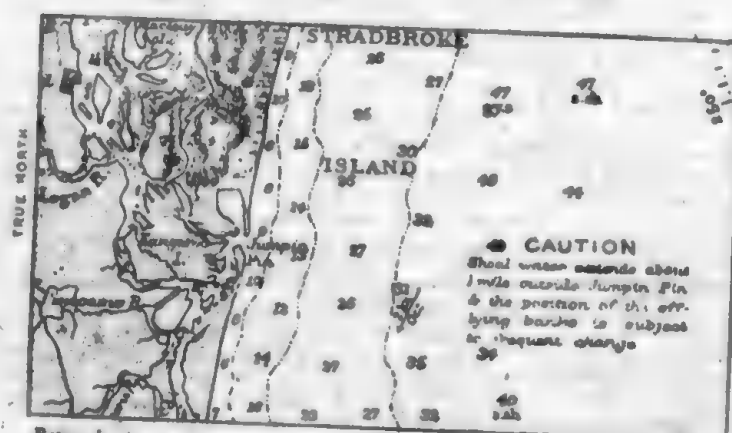
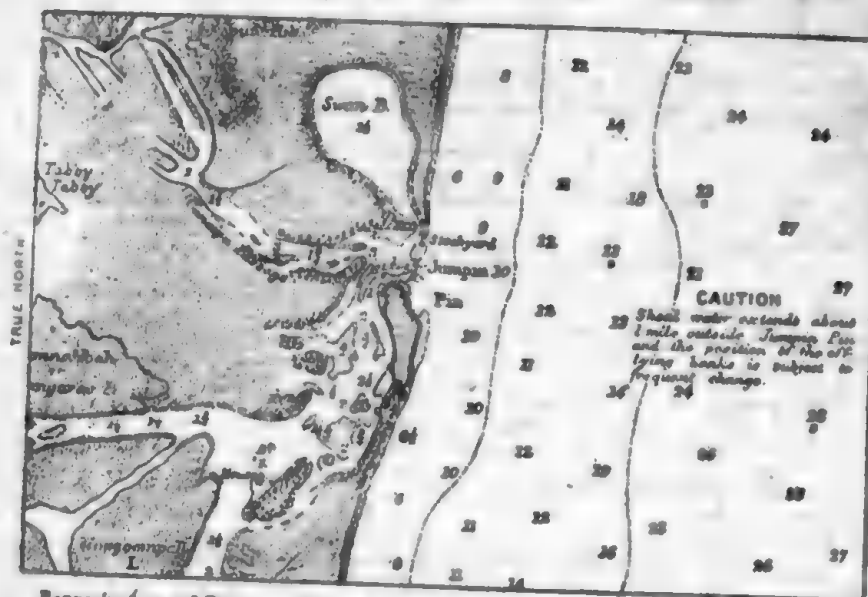
*Details.*—Amendments to the charts in the locality known as Jumpin pin, southward of Swan Bay, are shown on the accompanying reproduction of portions of charts Nos. 1029 and 3623.

*Remarks.*—From the reproduction it will be observed that a breach in the coast line, not hitherto shown on the chart, exists in this vicinity. Shoal water due to this opening extends as shown in the cautionary note on the reproduction.

*Charts affected.*—No. 1029, Danger point to Cape Morton.  
„ 3623, Cape Byron to Lady Elliot Island.

*Publication.*—Australia Pilot, Vol. III, 1916, page 90.

*Authority.*—Marine Department, Brisbane. (H. 3002/20.)



#### JAPAN—INLAND SEA.

*Mitsugahama*—Amendments to charts with regard to harbour works.

*No. 258 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1124 of 1920), are republished:—

*Position.*—Minato Yama A, lat.  $33^{\circ} 52' N.$ , long.  $132^{\circ} 42' E.$

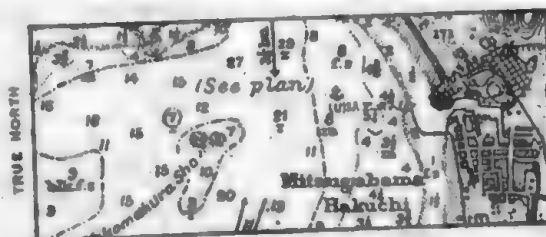
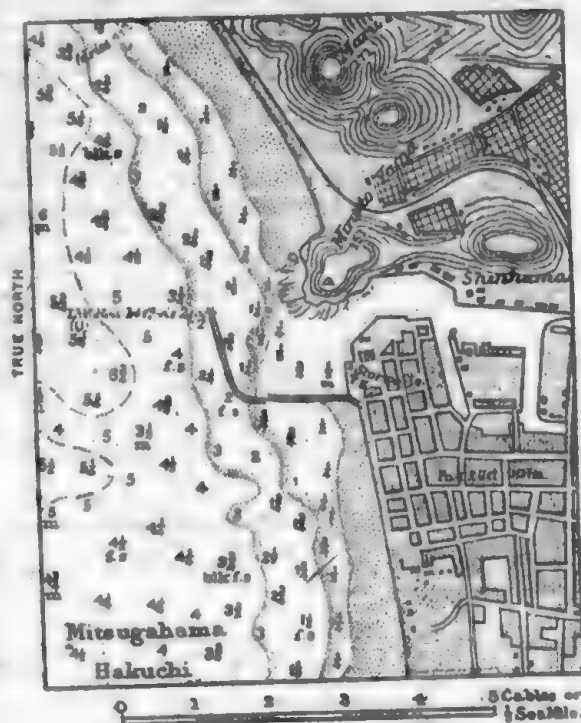
*Details.*—The accompanying reproductions of portions of charts Nos. 83 and 694 show the necessary amendments with regard to the new harbour works at Mitsugahama.



*Charts affected.*—No. 83, Gogo shima to Miyo shima, with plan.  
 „ 694, Plan of Gogo shima and Horiyé anchorages.  
 „ 3154, Ominase to Gogo shima.  
 „ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, No. 1946.  
 Japan Pilot, 1914, page 365; Revised Supplement (2), 1914.

*Authority.*—Tokyo Notice No. 49 of 1920. (H. 4039/20.)



Reproduction of Portion of Chart No. 83.



Reproduction of Portion of Chart No. 694.

JAVA, NORTH COAST.

*Semarang Bay—Amended position of shoal; Alterations in buoyage.*

*No. 259 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1125 of 1920), are republished :—

*Position.*—Semarang, lat.  $6^{\circ} 58' S.$ , long.  $110^{\circ} 24\frac{1}{2}' E.$

*Details.*—The accompanying reproduction of a portion of the plan of Semarang bay on chart No. 932 shows the amended position of the 2 $\frac{1}{2}$ -fathom shoal, which is now marked by the light-buoy indicated.

The light-buoys and buoys formerly in existence, but which are not shown on the reproduction, have been withdrawn.

Dredging in the approach is no longer in progress and the limits of this area and prohibited anchorage have therefore been omitted from the reproduction.

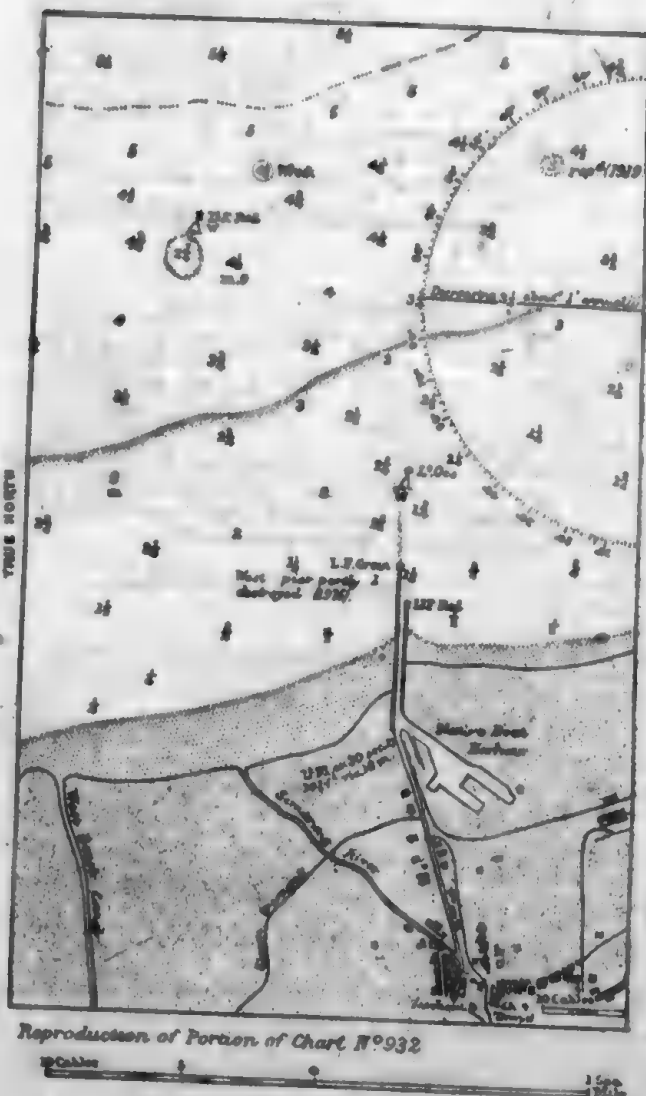
*Charts affected.*—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

„ 941a, Eastern Archipelago—sheet I.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 117, 118; Supplement No. 4, 1919.

*Authority.*—Netherlands Government Chart. (H. 3201/20.)



## SUMATRA, WEST COAST—MENTAWI ISLANDS.

*North and South Pagi Islands—Patches of discoloured water eastward of, to be expunged from chart.*

No. 260 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1126 of 1920), are republished:—

*Former Notice.*—No. 770 of 1920. (*This Office No. 162 of 1920.*)

*Position.*—(1) At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat.  $2^{\circ} 31' 30''$  S., long.  $100^{\circ} 05' 00''$  E.

(2) At a distance of about  $4\frac{1}{2}$  miles eastward from Simapopo on the east coast of South Pagi island.

Lat.  $2^{\circ} 54' 00''$  S., long.  $100^{\circ} 26' 00''$  E.

*Note.*—The danger lines in these positions and the notes "Discoloured water reported (1920)" are to be expunged from the chart.

*Chart affected.*—No. 2161, Chingkuk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. 4, 1916, pages 462, 465.

*Authority.*—Netherlands Hydrographer. (*H. 3201/20.*)

## BAY OF BENGAL—BURMA, COAST OF ARAKAN.

*Zalattaung Island—Light discontinued.*

No. 261 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120 M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 30\frac{1}{2}'$  N.

Long.  $94^{\circ} 13\frac{1}{2}'$  E.

*Details.*—The red fixed light, exhibited on the west extreme of the Island, has been discontinued and is to be expunged from the Admiralty publications.

*Chart affected.*—No. 832, Cheduba Strait and Ramree Harbour.

*Publications.*—Bay of Bengal Pilot, 1910, page 364; List of Lights, Part VI, 1920, No. 636.

Indian List of Lights, 38th issue, 1919, page 50.

*Authority.*—The Port Officer, Burma, Rangoon, dated 4th August 1920.

*The 19th August 1920.*

## SUMATRA, WEST COAST.

*Simalur Island—Amendments to charts with regard to shoals.*

No. 228 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1032 of 1920), are republished:—

*Position.*—(a) Telok Dalam entrance, lat.  $2^{\circ} 40'$  N., long.  $96^{\circ} 10\frac{1}{2}'$  E.

(b) Pulo Minchau, lat.  $2^{\circ} 22\frac{1}{2}'$  N., long.  $96^{\circ} 11\frac{1}{2}'$  E.

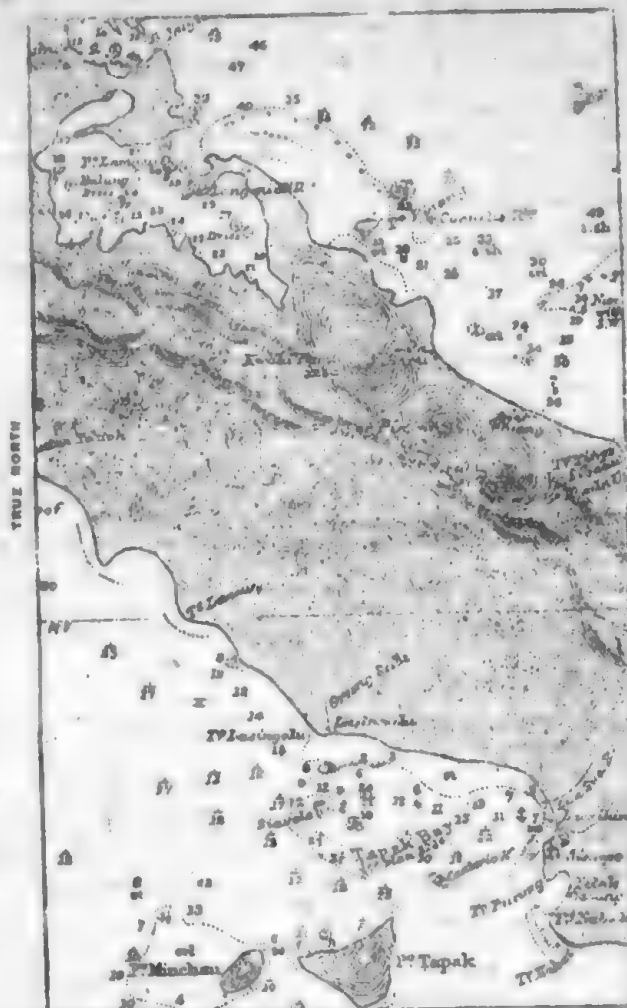
*Details.*—The accompanying reproduction of a portion of chart No. 2201 shows amendments to the chart with regard to shoals off the entrance to Telok Dalam and northward of Pulo Minchau.

*Charts affected.*—No. 2201, Simalur island.

„ 2760, Acheh head to Chingkuk bay.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 408, 409, 415.

*Authority.*—Netherlands Government Chart. (H. 9137/19.)



*Reproduction of Portion of Chart No. 2241*

Scale: 10 Sea Miles

### BORNEO, NORTH-WEST COAST.

*Barram Point—Reported extension of shoal off.*

*No. 229 (third publication).*—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1033 of 1920), are republished:—

*Position.*—Barram point, lat.  $4^{\circ} 37' N.$ , long.  $113^{\circ} 59' E.$

*Details.*—The shoal off Barram point is reported to be extending as indicated in the following cautionary note, which is to be inserted on the charts:—

“Shoal water repd. to have extended 5 miles N. W. from Barram Pt. (1920).”

*Charts affected.*—No. 2108, Tatan point to Barram point.

“ 2109, Barram point to Nosong point.

“ 2660b, China sea, southern portion—eastern sheet.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 86; Revised Supplement (3), 1919.

*Authority.*—Commander-in-Chief, China Station. (H. 3922/20.)

## AUSTRALIA—VICTORIA, PORT PHILLIP ENTRANCE.

*Queenscliff High Light—Amendment to Admiralty publications.*

*No. 230 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1044 of 1920), are republished:—

*Position.*—On Shortland bluff, lat.  $38^{\circ} 16\frac{1}{2}'$  S., long.  $144^{\circ} 39\frac{1}{2}'$  E.

*New abridged description.*—High Lt. F. & Occ., *ev. 5 sec. 130 ft., vis. 17 m.*

*Details.*—In addition to the *fixed white* light, an *occulting white* light *every five seconds* is exhibited from the same tower and shows thus:—

Light,	Eclipse,
3 sec.	2 sec.

The *occulting white* light is visible from  $37^{\circ}$  to  $47^{\circ}$ , which is  $5^{\circ}$  on either side of the leading line.

*Remarks.*—The charts are to be corrected for the above information and the southern *fixed white* sector of the high light, visible from  $14^{\circ}$  to  $59^{\circ}$ , is also to be inserted on the charts.

*Charts affected.*—No. 2747, Entrance to Port Phillip.  
 „ 309, Port Phillip—west channel.  
 „ 1171, Port Phillip.  
 „ 1695b, Bass strait—western sheet.

*Publications.*—List of Lights, Part VI, 1920, No. 2420.  
 Australia Pilot, Vol. II, 1918, page 90.

*Authority.*—Port Officer, Melbourne. (*H. 1077/20.*)

## CHINA, SOUTH-EAST COAST.

*Hongkong Harbour—Alteration in time-signals.*

*No. 231 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1920), are republished:—

*Position.*—Time-ball tower, Blackhead hill, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long.  $114^{\circ} 10\frac{1}{2}'$  E.

*Details.*—The time-ball is now dropped from the Time-ball tower at 22h. 00m. 00s. Standard Time of 120th meridian, corresponding to 14h. 00m. 00s. (0200) Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. (0800) Greenwich Mean Time, except on Saturdays, Sundays and holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. (0500) Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights on the Observatory W/T mast are simultaneously extinguished at the even seconds from 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. (1256) to 1h. 00m. 00s. (1300) Greenwich Mean Time, except at the 2nd, 28th, 50th, 52nd and 54th second of each minute. The note on the chart is to be amended accordingly.

*Remarks.*—The ball will be hoisted half-mast at the 55th minute and close up at the 57th minute. Should the time-ball be out of order the above signals will be carried out with flag “Z” the storm-signal mast.

*Chart affected.*—No. 1459, Hongkong harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 5141.  
 China Sea Pilot, Vol. III, 1912, page 507.

*Authority.*—Director, Royal Observatory, Hongkong. (*H. 3883/20.*)

## SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

*Savu Savu Point—Light established.*

*No. 232 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1056 of 1920), are republished:—

*Position.*—On Point reef, at a distance of 12 cables,  $244^{\circ}$ , from Via island  $\dagger$ .

Lat.  $16^{\circ} 49\frac{1}{2}'$  S., long.  $179^{\circ} 16\frac{1}{2}'$  E.

*Abridged description.*—Lt. F., 23 ft., vis. 5 m. (U).

*Characteristics:—*

*Character.*—Fixed white.

*Elevation.*—23 feet.

*Visibility.*—5 miles.

*Structure.*—Concrete tower, 28 feet in height.

*Remarks.*—The light has been established to assist local vessels entering and leaving Savu Savu bay at night.

*Charts affected.*—No. 727, Plan of Savu Savu bay.

„ 382, Vanua Levu (central portion), &c.

„ 440, Fiji islands, eastern group—northern portion.

„ 2691, Fiji islands.

*Publications.*—List of Lights, Part VI, 1920, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403.

*Authority.*—H.E. the Governor, Suva, Fiji. (H. 4069/20.)

## NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Hitchfield Bank—Amended depth.*

*No. 233 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1057 of 1920), are republished:—

*Position.*—Lat.  $7^{\circ} 46'$  N., long.  $149^{\circ} 42'$  E., on chart No. 980.

*Details.*—The least depth on the bank is reported to be 5 fathoms, instead of 11 fathoms as hitherto shown on the charts.

*Charts affected.*—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 410.

*Authority.*—Tokyo Notice No. 59 of 1920. (H. 4041/20.)

## PERSIAN GULF.

*Bahrein Harbour approach, Inner Light-buoy—Light temporarily extinguished.*

*No. 234 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1920), are republished:—

*Position.*—About 3 miles east-south-eastward of Jadum shoal.

Lat.  $26^{\circ} 20\frac{1}{2}'$  N., long.  $50^{\circ} 34\frac{1}{2}'$  E.

*Details.*—The red flashing light, exhibited from the red conical buoy, in the above position, has been temporarily extinguished.

*Charts temporarily affected.*—No. 20, Bahrein Harbour.

„ 2837b, Persian Gulf—western sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 124.

Indian List of Lights, 38th issue, 1919, No. 23.

*Authority.*—The Port Officer, Basra, dated 23rd July 1920.



## PERSIAN GULF.

*Abu Shahr (Bushire), Outer Anchorage Light buoy—Light temporarily extinguished.*

*No. 235 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1920), are republished:—

*Position.*—About 4 miles and  $2\frac{1}{2}$  cables,  $262^{\circ}$  from Residency Flag Staff. Lat.  $28^{\circ} 58' 32''$  N., long.  $50^{\circ} 44' 52''$  E.

*Details.*—The white flashing light, exhibited from the red conical buoy in the above position has been temporarily extinguished.

*Charts temporarily affected.*—No. 27, Abu Shahr (Bushire)  
 „ 2837b, Persian Gulf—western sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 261.

Indian List of Lights, 38th issue, 1919, No. 34.

*Authority.*—The Port Officer, Basra, dated 23rd July 1920.

## INDIA—WEST COAST—CAPE COMORIN.

*Wadge Bank—Existence of shoal and discoloured water southward of.*

*No. 236 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M. of 1920), are republished:—

*Details.*—The Master of ss. “West Calumb” reports having sighted, on 13th July 1920, a shoal and discoloured water in the following position:—

## (a) Shoal—

*Position approximate.*—About 48 miles southward of Wadge Bank.

Lat.  $6^{\circ} 52'$  N., long.  $77^{\circ} 12'$  E.

*Description.*—A shoal with sea continually breaking over it.

## (b) Discoloured water—

*Position.*—At a distance of about 5 miles westward from the position (a).

Lat.  $6^{\circ} 52'$  N., long.  $77^{\circ} 07'$  E.

*Charts affected.*—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Coconada.

„ 70, Bay of Bengal.

„ 748b, Indian Ocean, northern portion.

*Publication.*—West Coast of India Pilot, 1919, page 123.

*Authority.*—The Port Officer, Aden, dated 14th July 1920.

## INDIA—WEST COAST.

*Jaigarh outer light—Information with regard to period.*

*No. 237 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1920), are republished:—

*Position.*—On the western point on Jaigarh headland.

Lat.  $17^{\circ} 17\frac{1}{4}'$  N., long.  $73^{\circ} 10\frac{1}{4}'$  E.

*Details.*—The period of the occulting white light is now every 15 seconds thus:—

Light.	Eclipse.
10 secs.	5 secs.

*Remarks.*—The other particulars of the light are the same as described in the Lists of Lights. Further notice will be given when the light has resumed its normal period of occulting every 20 seconds.

*Charts temporarily affected.*—No. 247, Jaigarh.  
 „ 739, Boria Pagoda to Achra River.

„ 2736, Gulf of Kutch to Vizadrag.  
 „ 826, Karachi to Vengurla.

*Publications.*—List of Lights, Part VI, 1920, No. 410.  
 Indian List of Lights, 38th issue, 1919, No. 108.  
 West Coast of India Pilot, 1919, page 202.

*Authority.*—Hydrographic Note, H. M. S. “Colombo.”

#### INDIA—WEST COAST—GOA COAST.

##### *Marmagoa Rock—Buoy disappeared.*

*No. 238 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1920), are republished :—

*Position.*—At a distance of about 8 cables, 323° from the Marmagoa Fort. Lat. 15° 25½' N., long. 73° 47½' E.

*Details.*—Information has been received from the Chief Naval Services, Nova Goa, that the black trunco-conical buoy, marking the Marmagoa Rock, has disappeared.

*Caution.*—Mariners are warned accordingly.

*Charts temporarily affected.*—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

*Authority.*—The Port Officer, Bombay, dated 27th July 1920.

#### ARABIA, NORTH-EAST COAST—GULF OF OMAN.

##### *Maskat Island—Light not yet exhibited.*

*No. 239 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1920), are republished :—

Former Notice No. 50-M. of 1919. (Admiralty No. 1769 of 1919).  
 (This Office No. 222 of 1919.)

*Position.*—At a distance of about 2 <sup>7</sup>/<sub>10</sub> cables, 132° from Fisher's rock. Lat. 23° 37½' N., long. 58° 36½' E.

*Details.*—This flashing white light has not yet been officially exhibited.

*Remarks.*—Further notice will be given when the light is exhibited.

*Charts affected.*—No. 2869, Maskat and Al Matrah.

„ 2837a, Persian Gulf, eastern sheet.

„ 38, Maskat to Karachi.

„ 10c, Maskat to Ras Sukra.

*Publications.*—List of Lights, Part VI, 1920, No. 290.  
 Indian List of Lights, 38th issue, 1919, No. 18.  
 Persian Gulf Pilot, 1915, page 43.

*Authority.*—The Director of the Royal Indian Marine, Bombay, dated 28th July 1920.

#### INDIA—WEST COAST.

##### *Bombay Harbour approaches—Fishing stakes removed.*

*No. 240 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 117M. of 1920), are republished :—

Former Notice No. 29M. of 1920. (This Office No. 83 of 1920.)

*Details.*—All the groups of fishing stakes on the coast of the Thana district, which were reported to lie within the prohibited area, between—

Lat. 19° 00' N. and lat 19° 05' N., long. 72° 31' E. and long. 72° 40' E.

have been removed.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1909, page 213.

*Authority.*—Secretary to Government, Marine Department, Bombay Castle, dated 27th July 1920.

#### AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

*Port Douglas light*—Intended alteration in characteristics; *Red sector to be inserted.*

*No. 241 (third publication).*—

*Date of alteration.*—On or about 1st October 1920.

*Position.*—On Island Point.

Lat.  $16^{\circ} 28\frac{1}{2}'$  S., long.  $145^{\circ} 28'$  E. on Chart No. 2924.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group *Flashing Light*, with *White and Red Sectors* showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

*Sectors.*—*White* from  $151^{\circ}$  (S.  $35^{\circ}$  E. Mag.) through South and West to  $287^{\circ}$  (N.  $79^{\circ}$  W. Mag.); *Red* thence to  $331^{\circ}$  (N.  $35^{\circ}$  W. Mag.); Obscured elsewhere.

*Visibility.*—*White*, 10 miles. *Red*, 6 miles.

*Power.*—*White*, 1,000 candles. *Red*, 400 candles.

*Remarks.*—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2924, Cape Grafton to Hope Islands.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920 No. 2734.

Australia Pilot, Vol. IV, 1917, page 206.

*Authority.*—Melbourne Notice No. 14 of 1920.

#### AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

*Rocky Islet light*—Intended alteration in characteristics. *Signal station to be discontinued.*

*No. 242 (third publication).*—

*Date of alteration.*—On or about 18th October 1920.

*Position.*—On western slope of Rocky Islet.

Lat.  $15^{\circ} 37'$  S., long.  $145^{\circ} 20'$  E. on Chart No. 2923.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—*Flashing White Light* showing one flash every second thus:—

Flash	Eclipse
$\frac{1}{2}$ sec.	$\frac{1}{2}$ sec.

*Visibility.*—15 miles.

*Power.*—2,500 candles.

*Remarks.*—The light will be unwatched.

The Signal Station will be discontinued, and the Light-keeper withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2923, Hope Islands to Turtle Group.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet 11.

„ 2759a, Australia, Northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2740.

Australia Pilot, Vol. IV, 1917, page 213.

*Authority.*—Melbourne Notice No. 15 of 1920.

#### AUSTRALIA—SOUTH-WEST COAST—ROTTNEST ISLAND.

*Bathurst Point light*—Intended alteration in character.

*No. 243 (third publication).*—

*Date of alteration.*—On or about 15th October 1920.

*Position.*—Lat.  $31^{\circ} 59' S.$ , long.  $115^{\circ} 33' E.$  on Chart No. 1058.

*Details.*—The fixed White Light will be replaced by a New Light having the undermentioned character:—

*Character.*—Group Flashing White Light, showing four flashes in quick succession every twelve seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ sec.

*Remarks.*—The light will be unwatched.

The light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1058, Rottneest Island to Warnbro' Sound.

„ 1033, Champion Bay to Cape Naturaliste.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2270.

Australia Pilot, Vol. V, 1914, page 359.

*Authority.*—Melbourne Notice No. 16 of 1920.

#### AUSTRALIA—EAST COAST.

*Clarence River light*—Intended alteration in characteristics.

*No. 244 (third publication).*—

*Date of alteration.*—On or about 1st November 1920.

*Position.*—On South Head.

Lat.  $29^{\circ} 26' S.$ , long.  $153^{\circ} 23' E.$  on Chart No. 1027.

*Details.*—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

*Character.*—Group Flashing White Light, showing three flashes in quick succession every nine seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

*Visibility.*—12 miles.

*Power.*—1,500 candles.

*Remarks.*—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

*Note*—No further notice will be given.

*Charts affected*.—No. 1379, Plans in New South Wales—Clarence River entrance.

„ 1027, Coffs Island to Evans Head.

„ 3622, Port Jackson to Cape Byron.

*Publications*.—Lists of Lights and Time Signals, Part VI, 1920, No. 2583.

Australia Pilot, Vol. III, 1916, page 83.

*Authority*.—Melbourne Notice No. 18 of 1920.

## INDIA—WEST COAST.

### BOMBAY HARBOUR APPROACH.

*Bombay floating light-vessel—Replaced in position.*

*No. 245 (third publication).*—

*Former Notice*.—No. 203 of 1920.

*Subject*.—The Bombay floating light-vessel has been placed in position.

*Position*.—Lat.  $18^{\circ} 50'$  N., long.  $72^{\circ} 44'$  E., with Prongs lighthouse  $54^{\circ}$ , distant 4.6 miles.

*Charts affected*.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications*.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1919, page 220.

*Authority*.—Director, R. I. Marine, Bombay, telegram dated 18th August 1920.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 22, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 13th September 1920.

### EASTERN ARCHIPELAGO.

*Netherlands Indies—Regulations for entering Zee-Gats and Harbours.*

*No. 272 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1920), are republished:—

The following regulations have been made by the Netherlands Government:—

Manœuvres or other causes may necessitate the closing of the various zee-gats and harbours or may make their entry subject to special reservations.

Upon such occasions a signal in the shape of 3 red balls by day and 3 red vertical lights by night will be made from some conspicuous position in the vicinity of the channel leading to the harbour or zee-gat.

When such signals are seen by a vessel approaching, the vessel, unless prevented by the direction of the wind or the state of the sea, must proceed towards the examination vessel stationed in the entrance to the zee-gat.



Permission or refusal to proceed will be given after examination. All vessels proceeding must do so under the charge of a pilot, or be preceded by a war-ship or pilot vessel, since from the time of making the signals all exemptions from the necessity of taking a pilot are cancelled. Captains and Masters of vessels are to carry out the instructions of the official who has come on board from the examination vessel and obey all signals.

If a shot is fired, where safety permits, the engines must immediately be stopped in the vicinity of the examination vessel. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule permission to enter by night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination and if there is no examination vessel stationed in the zee-gat they must anchor or lie off.

The coming into operation of such regulations at any particular zee-gat or harbour will not be announced beforehand.

*Publications.*—Eastern Archipelago Pilot, Part II, 1913, page 15.

Eastern Archipelago Pilot, Part III, 1911, page 9.

China Sea Pilot, Vol. I, 1916, page 35.

China Sea Pilot, Vol. II, 1915, page 13.

Pacific Islands Pilot, Vol I, 1908, page 12.

*Authority.*—Hague Notice No. 150 (Miscellaneous) of 1920. (H. 5105-20.)

## KOREA.

*Quelpart Island (Saishu To)*—Obstruction reported northward of.

*No. 273 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1920), are republished:—

*Position (approximate).*—At a distance of about 9 miles north-eastward from North city lighthouse.

Lat.  $33^{\circ} 35' 30''$  N., long.  $126^{\circ} 42' 45''$  E., on chart No. 3365.

*Details.*—A vessel struck a submerged obstruction in approximately the above position, and a depth of  $4\frac{1}{2}$  fathoms was reported.

*Note.*—The above depth is to be inserted on the charts and marked "P. A." with the year date "(1919)."

*Charts affected.*—No. 3365, Port Hamilton to Mackau group.

.. 104, Korean archipelago—southern portion.

.. 3480, Shantung promontory to Nagasaki.

.. 2347, Honshū, Kiusiu, and Shikoku, &c.

.. 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—China Sea Pilot, Vol. V, 1912, page 660.

E. C. Korea, &c., Pilot, 1913, page 36.

*Authority.*—U. S. A. Hyd. Office Notice No. 1969 of 1920. (H. 4842-20.)

JAPAN—HONSHŪ, SENDAI BAY.

*Jizo Jima—Light established*

*No. 274 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1263 of 1920), are republished:—

*Position.*—On islet known as Jizo jima situated one cable, 97°, from the southern extremity of Umahanashi sima.

Lat. 38° 20' N., long. 141° 05½' E.

*Abridged description.*—Lt. Fl., Red, ev. 3 sec., vis. 8 m. (U)

*Characteristics:*

*Character.*—Flashing red every three seconds.

*Elevation.*—67½ feet

*Visibility.*—8 miles.

*Power.*—Under 100 candles.

*Structure.*—White octagonal stone tower, 35 feet in height.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 806, Sendai bay to Miyako bay, with inset.

3334. Tokyo to Sendai bay.

3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

*Publications.*—List of Lights, Part VI, 1920, No. 2069b.

Japan Pilot, 1914, page 234.

*Authority.*—Department of Communications, Tokyo, Notice No. 736 of 1920. (H. 4799-20.)

AUSTRALIA—EAST COAST.

*South Solitary Island light—Signal Station to be discontinued.*

*No. 275 (first publication).*—

*Subject.*—The Signal Station at South Solitary Island Light will be discontinued on and after 1st September 1920.

*Position.*—On summit of South Solitary Island.

Lat. 30° 12' S., long. 153° 17' E. on Chart No. 1027.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1026, The Solitary Islands and Adjacent Coast.

1027, Coffs Islands to Evans Head.

3622, Port Jackson to Cape Byron.

2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2580.  
Australia Pilot, Vol. III, 1916, page 81.  
Sailing Directions for the Coast of New South Wales,  
second Edition, 1920, pages 87 and 111.  
*Authority.*—Melbourne Notice No. 19 of 1920.

# BISMARCK ARCHIPELAGO—NEW BRITAIN.

*Rabaul*—Information with regard to lighting, etc.

No. 276 (first publication).—

*Subject.*—The following information has been received from the Administrator, Rabaul:—

“The temporary light formerly shown from Matupi Point has been discontinued, and the shoal lying east of Dawapia Point, known as the Beehive, is marked by a beacon with a black shape, from which no light is exhibited.”

*Chart affected.*—No. 524, Plan of Blanche Bay.

*Publication.*—Pacific Islands, Vol. I, Fourth Edition, 1908, pages 368 and 370.

*Authority.*—Melbourne Notice No. 20 of 1920.

The 6th September 1920.

# CHINA, SOUTH COAST—CANTON RIVER.

*Wangmun Entrance light*—Alteration in characteristics.

No. 262 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1920), are republished:—

*Position.*—On the western edge of Swashway bank.

Lat.  $22^{\circ} 35\frac{1}{2}'$  N., long.  $113^{\circ} 36\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., ev. 3 sec., 40 ft., vis. 12 m.

*Details.*—The group occulting white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—Flashing white every three seconds, thus:

Flash,	eclipse.
$\frac{3}{10}$ sec.	$\frac{27}{10}$ secs.

*Visibility.*—12 miles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 3682, Kap sing mun to Boca Tigris—northern sheet.

.. 3588, Canton river delta.

.. 3026, Macao to Pedro Blanco, including Hongkong.

.. 2562, Canton river with its western branches.

*Publications.*—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

*Authority.*—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

# PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

*Amendments to charts with regard to shoals.*

No. 263 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1920), are republished:—

*Position.*—(a) San Bernardino islet lighthouse, lat.  $12^{\circ} 45' N.$ , long.  $124^{\circ} 17' E.$

(b) Green island, lat.  $12^{\circ} 33\frac{1}{2}' N.$ , long.  $124^{\circ} 28' E.$

*Details.*—The accompanying reproduction of portions of chart No. 3370 show the necessary amendments with regard to shoals in the vicinity of San Bernardino islets and Kabuan island.

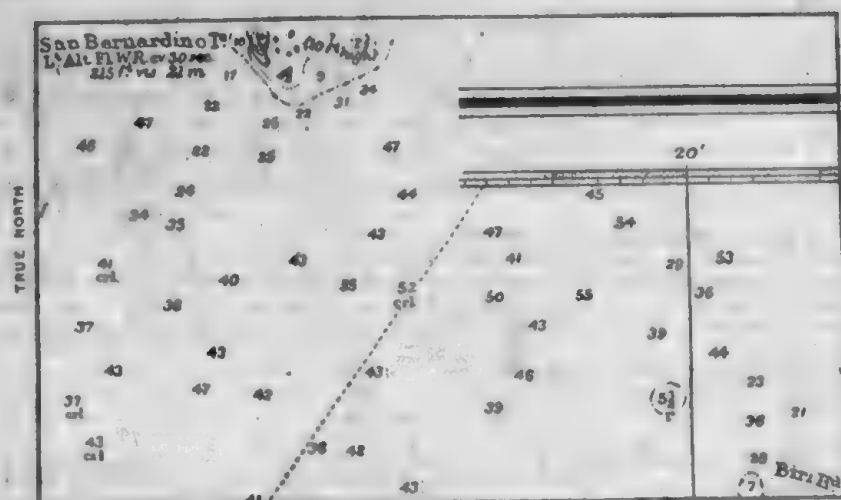
*Charts affected.*—No. 3370, San Bernardino strait and approaches.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

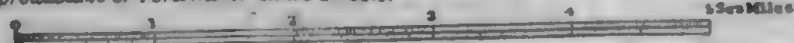
„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 507, 510, 511, 512, 603; Supplement No. 5, 1920.

*Authority.*—U.S.A. Government Chart. (H. 1027/20.)



Reproduction of Portions of Chart N° 3370.



INDIA, WEST COAST.

*Port of Bombay—Flagstaff shoal removed; Position of pilot vessel.*

No. 264 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1168 of 1920), are republished:—

(1) Flagstaff shoal removed:

*Position.*—At a distance of about 6 cables northward of Middle ground.

Lat.  $18^{\circ} 55\frac{1}{2}'$  N., long.  $72^{\circ} 50\frac{1}{2}'$  E.

*Details.*—There is now a least depth of 24 feet over the Flagstaff shoal.

*Note.*—The shoal is to be expunged from the charts together with the 18-foot contour line encircling it and the depths shown therein. The cautionary note with regard to dredging in the vicinity of the Flagstaff shoal is also to be expunged from the charts.

(2) Position of pilot vessel:

*Details.*—The following note with regard to the position of the pilot vessel is to be inserted on the charts about three quarters of a mile south-eastward of Sunk rock:—

“NOTE.”

“The usual position of the Pilot Vessel is about 8 cables south-eastward of Sunk Rk.”

*Remarks.*—The notes regarding the pilot vessel's former cruising grounds, westward of Thal shoal, are to be expunged from chart No. 2621.

*Charts affected.*—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island. (1)

*Authority.*—Port Officer, Bombay. (H. 4245/20 & 5172/19.)

INDIA, WEST COAST.

*Port of Bombay—Amended western limit.*

No. 265 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1169 of 1920), are republished:—

*Position.*—Malabar point, lat.  $18^{\circ} 56\frac{1}{2}'$  N., long.  $72^{\circ} 47\frac{1}{2}'$  E.

*Details.*—The western limit of the port extends from the southern extremity of Malabar point to Bombay floating light and thence to the western side of Kundari island.

*Note.*—The southern limit is as shown on the chart.

*Chart affected.*—No. 2621, Bombay harbour.

*Publication.*—W. C. India Pilot, 1919, page 221.

*Authority.*—Port Officer, Bombay. (H. 4245/20.)

JAPAN—HONSHU, SOUTH COAST.

*Su-no-saki—Amended position of light.*

No. 266 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1920), are republished :—

*Former Notice*.—No. 981 of 1920. (*This office No. 219 of 1920.*)

*Position (approximate)*.—Lat.  $34^{\circ} 58' 40''$  N., long.  $139^{\circ} 45' 26''$  E., on chart No. 2657.

*Description*.—An *alternating flashing white and red light every thirty seconds*, as described in the former notice.

*Charts affected*.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

*Publications*.—List of Lights, Part VI, 1920, No. 2062a.  
Japan Pilot, 1914, page 197.

*Authority*.—Hydrographic Department. (*H. 4431/20.*)

JAPAN—GULF OF TOKYO.

*Tsurugi Zaki—Non-existence of shoal south-eastward of.*

No. 267 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1920), are republished :—

*Former Notice*.—No. 1801 of 1919. (*This office No. 344 of 1919.*)

*Position*.—At a distance of about  $11\frac{1}{2}$  cables south-eastward from Tsurugi zaki lighthouse, close north-westward of the 8 fathom shoal in that locality.

*Details*.—A recent survey of the locality having failed to reveal any trace of the shoal referred to in the former Notice quoted above, the note “ (Less water repd., 1919) ” is to be expunged from the charts.

*Charts affected*.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi Saki.

*Publication*.—Japan Pilot, 1914, page 194 ; Revised Supplement (2), 1919.

*Authority*.—Tokyo Notice No. 403 of 1919. (*H. 1644/20.*)

COCHIN CHINA—SAIGON RIVER ENTRANCE.

*Kua Tieu Entrance—Alterations in buoyage.*

No. 268 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1920), are republished :—

1. Bell-buoy established—

*Position*.—At a distance of about  $5\frac{1}{2}$  miles eastward from the light on the northern side of the Kua Tieu entrance.

Lat.  $10^{\circ} 14' 52''$  N., long.  $106^{\circ} 54' 10''$  E.

*Description*.—A conical bell-buoy painted in black and white horizontal bands, with topmark consisting of two cones bases together.



2. Alteration in position of wreck-marking buoy:—

*New position.*—At a distance of about 4 cables south-westward from former position and half a mile south-westward from the wreck *Cambodge*.

Lat.  $10^{\circ} 13' 45''$  N., long.  $106^{\circ} 51' 34''$  E.

*Description.*—A green conical buoy.

3. Wreck-marking buoy established:—

*Position (approximate).*—At a distance of about one cable south-westward from the wreck of the *Francis Garnier*, and one mile south-eastward from Mirador point fort.

Lat.  $10^{\circ} 15' 28''$  N., long.  $106^{\circ} 46' 45''$  E.

*Description.*—A red conical buoy with cone topmark.

*Remarks.*—The wreck of the *Francis Garnier* is incorrectly shown and described as a rock on chart No. 1016, which is to be corrected accordingly.

*Note.*—The above positions refer to chart No. 1016.

*Charts affected.*—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

*Publication.*—China Sea Pilot, Vol. III, 1912, page 187; Supplement No. 4, 1919.

*Authority.*—H. B. M. Consul, Saigon. (H. 4233-20.)

PORTUGUESE EAST AFRICA—POMBA (MWAMBI) BAY.

*Mpira point light—Characteristics of.*

*No. 269 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1920), are republished:—

*Position (approximate).*—On the western extremity of Mpira point.

Lat.  $12^{\circ} 57' 1''$  S., long.  $40^{\circ} 29' 1''$  E.

*New abridged description.*—Lt. F., Red 41 ft., vis. 7 m. (P. A.).

*Details.*—This light has the undermentioned characteristics:—

*Character.*—Fixed red.

*Elevation.*—41 feet.

*Visibility.*—7 miles.

*Structure.*—Black wooden tower, 42 feet in height.

*Remarks.*—The note “(Lt. building)” shown against Mpira point on the plan of Pomba bay is to be expunged.

*Chart affected.*—No. 1809, Mozambique harbour to Ras Pekawi with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 93a.

Africa Pilot, Part III, 1915, page 296; Revised Supplement (2), 1919.

*Authority.*—Hydrographic Department. (H. 6327-18.)

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

*General Remarks.*

*No. 270 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1920), are republished:—

*Former Notice.*—No. 1000 of 1920 (This office No. 221 of 1920); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from

ships at sea all over the world, and at the same time to organize the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

#### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions, and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

## SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA:—</b>			
Adelaide Radio ... ..	VIA	0900, 1030	600
Brisbane Radio ... ..	VIB	1230, 1300	600
Hobart Radio ... ..	VIH	1200	600
Melbourne Radio ... ..	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS		600
Awanui Radio ... ..	VLA	} No details	No details
Awarua Radio ... ..	VLB		
Wellington Radio ... ..	VLW		
Chatham Island ... ..	VLC		
Macquarie Island Radio ...	VIQ		
<b>BERMUDAS:—</b>			
<u>Somerset Island</u> ... ..	<u>BZR</u>	<u>0015 &amp; 1215</u>	1600
<b>BRAZIL:—</b>			
Ilha do Governador ... ..	SOH	0000*	1800
<b>CANADA:—</b>			
<u>Barrington Passage</u> ... ..	<u>VAL</u>	<u>0130 &amp; 1330</u>	<u>1600</u>
<b>CHINA:—</b>			
Shanghai—Zika wei ... ..	FFZ	0300*, 0900	600
<b>FRANCE:—</b>			
Eiffel Tower ... ..	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA:—</b>			
Papeete, Ile Tahiti ... ..	FOP	1100, 2300	600
<b>GERMANY:—</b>			
Norddeich ... ..	KAV	1200*, 2200	1650
<b>GREAT BRITAIN:—</b>			
Poldhu "Western" ... ..	MPD	0930	2700
Cleethorpes "Eastern" ... ..	BYB	1700	3000
" " "Northern" ... ..	BYB	1700	3000
" " "Scandinavia" ... ..	BYB	1700	3000
<b>HAWAIIAN Island:—</b>			
Pearl Harbour ... ..	NPM	{ 0230, 0630 } { 1830, 2230 }	600
<b>HOLLAND:—</b>			
Scheveningen ... ..	PCH	1115, 2315	1800
<b>INDIA:—</b>			
Calcutta Radio ... ..	VWC	0730*, 1910	2000
Karachi Radio ... ..	VWK	} 0730, 1910 {	2000
Rangoon Radio ... ..	VTR		1200
Bombay Radio ... ..	VMB	} 0740, 1920 {	2000
Madras Radio ... ..	VWM		2000
Port Blair ... ..	VTP		1200

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>JAPAN:—</b>			
Choshi ... ..	JCS	1200*	600
Dairenwan ... ..	JDA	1200	600
Fuki Kaku ... ..	JKF	1130	600
<b>MEDITERRANEAN:—</b>			
Rinella ... ..	BYZ	2100	2700
<b>MEXICO:—</b>			
Campeche ... ..	XAB	1837*	600
Guayamas ... ..	XAH		
Mazatlan de Sinaloa ... ..	XAE		
Payo Obispo ... ..	XAC		
Vera Cruz ... ..	XAA		
<b>NEWFOUNDLAND:—</b>			
St. John's ... ..	BZM	0100 & 1300	1600
<b>PHILIPPINES:—</b>			
Kavite ... ..	NPO	{ 0300 } 1400	952 5000 (Continuous wave.)
<b>SAMOA:—</b>			
Tutuila ... ..	NPU	{ 0330, 0730 } 1930, 2330	600
<b>SOUTH AFRICA:—</b>			
Capetown Radio ... ..	MNC	1115	600
Durban Radio ... ..	VND	1115	600
<b>SPAIN:—</b>			
Madrid ... ..	EGC	1330	2000
<b>UNITED STATES:—</b>			
Washington (Arlington) ... ..	NAA	0300* & 1700*	2500
Annapolis ... ..	NBR	0130, 1330	1700
Key West ... ..	NAR	0300*	1500
North Head ... ..	NPE	0600	600 & 950
S. Francisco ... ..	NPH	0800	600
		1600	
		1200	
		2200	950
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RED SEA—EASTERN SHORE.

*Mokha*—Light reported extinguished.

No 271 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1211 of 1920), are republished:—

*Position*.—On South fort, lat.  $13^{\circ} 18\frac{1}{2}'$  N., long.  $43^{\circ} 14'$  E.

*Description*.—A flashing white light.

*Remarks*.—The note “(Repd. extinguished) (1920)” is to be placed against this light on the charts.

*Note*.—The character of this light is incorrectly shown as fixed on chart No. 2523, which is to be corrected accordingly.

*Charts affected*.—No. 1955, Mokha road.

„ 3180, Straits of Bab-el-Mandeb and approaches.

„ 143, Jebel Teir to Perim island.

„ 8e, Red sea—sheet 5.

„ 2523, Red sea.

*Publications*.—List of Lights, Part V, 1920, No. 2202.

Red Sea Pilot, 1909, page 395; Revised Supplement (3), 1917.

*Authority*.—French Light List, 1920. (H. 4964/20.)

The 23rd August 1920.  
30th

AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)*—Amended position of and depth over rock southward of.

No. 246 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1078 of 1920), are republished:—

*Position (approximate)*.—At a distance of about 2 miles southward from Montagu island lighthouse, and one mile south-westward from the charted position of the  $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which is to be expunged from the charts.

Lat.  $36^{\circ} 17' 00''$  S., long.  $150^{\circ} 14' 30''$  E.

*Depth*.—3 fathoms.

*Description*.—A pinnacle rock.

*Charts affected*.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

*Publication*.—Australia Pilot, Vol. II, 1918, page 448.

*Authority*.—Department of Navigation, Sydney. (H. 4121/20.)

KOREA, SOUTH-EAST COAST—YON DAI SAN.

*Brine Point Lighthouse*—Buoys north-westward of, withdrawn ;  
Obstruction removed.

*No. 247 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1920), are republished.

*Position.*—(i) At a distance of 2 miles,  $326^{\circ}$ , from Brine point lighthouse.

Lat.  $35^{\circ} 01' N.$ , long.  $128^{\circ} 48' E.$

(ii) At a distance of  $1\frac{1}{2}$  miles,  $324^{\circ}$ , from the same lighthouse.

*Details.*—The two red conical buoys in the above positions have been withdrawn, the obstruction between the buoys having been removed.

*Charts affected.*—No. 1065, Masanpho harbour and approaches.

„ 3366, Fusan harbour to Port Hamilton.

*Publication.*—E. C. of Korea, &c., Pilot, 1913, page 67 ; Supplement No. 4, 1919.

*Authority.*—Tokyo Notice No. 77 of 1920. (H. 4363-20.)

JAPAN—SHIMONOSEKI KAIKYO.

*Hayatomo Seto*—Existence of wreck.

*No. 248 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1094 of 1920), are republished.

*Position (approximate).*—At a distance of 8 cables,  $242^{\circ}$ ; from Kanabuse se light-beacon.

Lat.  $33^{\circ} 58' N.$ , long.  $130^{\circ} 58' E.$

*Description.*—Sunken wreck of a sailing vessel with two masts showing about 5 feet above water.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notice No. 87 of 1920. (H. 4369-20.)

BORNEO, NORTH COAST—LABUAN ISLAND.

*Victoria Harbour*—Light established ; Front Leading Light discontinued.

*No. 249 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1101 of 1920), are republished :—

(1) Light established :

*Position.*—On Enoe beacon, at a distance of about  $6\frac{1}{2}$  cables north-eastward from Enoe island.

Lat.  $5^{\circ} 15' N.$ , long.  $115^{\circ} 14' E.$

*Abridged description.*—(U) Lt. F., Red.

*Character.*—A fixed red light.

*Remarks.*—The light is unwatched.



## (2) Leading light discontinued :

*Position*.—Lat.  $5^{\circ} 16\frac{1}{2}'$  N., long.  $115^{\circ} 14'$  E.*Details*.—The front leading light, an unwatched fixed red light, formerly situated in the above position, has been removed and is to be expunged from the charts, together with the leading line which referred to it.

The beacon from which the front leading light was exhibited still exists.

*Charts affected*.—No. 947, Victoria harbour.

" 1844, Bruni bay and approaches.

" 2109, Barram point to Npsong point.

*Publications*.—List of Lights, Part VI. 1920, Nos. 1108, 1109.

China Sea Pilot, Vol. IV, 1912, pages 109, 110; Supplement No. 5. 1920.

*Authority*.—Master Attendant, Singapore. (H. 4293-20.)

## CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel—Light-Buoy established.**No. 250 (third publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1102 of 1920), are republished :—*Position*.—At a distance of 2 miles  $3\frac{1}{4}$  cables,  $152^{\circ}$ , from Liu chiao beacon.Lat.  $31^{\circ} 28'$  N., long.  $121^{\circ} 43\frac{1}{4}'$  E.*Description*.—A light-buoy, painted black, exhibiting an occulting white light every eight seconds, thus :

Light,	eclipse.
4 secs.	4 secs.

*Remarks*.—The light-buoy with occulting white light, shown on some copies of chart No. 1199 about  $2\frac{1}{2}$  miles north-westward of the above position, is to be expunged.*Charts affected*.—No. 3585, Approaches to the Wusung river.

" 1602, Approaches to the Yang tse kiang.

" 1199, Kue shan islands to the Yang tse kiang.

*Publication*.—China Sea Pilot, Part V, 1912, page 382.*Authority*.—Shanghai Notice No. 704 of 1920. (H. 4386-20.)

## INDIA, WEST COAST.

*Karachi Harbour—Outer Gas buoy is out.**No. 251 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1920), are republished :—*Position*.—At a distance of about  $3\frac{1}{16}$  cables eastward of the light on the end of the Manora breakwater.Lat.  $24^{\circ} 47'$  N.Long.  $67^{\circ} 59\frac{1}{2}'$  E.*Details*.—Information has been received from the Port Officer, Karachi, that the Outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is extinguished.*Chart temporarily affected*.—No. 40, Karachi Harbour.*Publication*.—West Coast of India Pilot, 1919, page 337.*Authority*.—The Port Officer, Bombay, dated 5th August 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

*Gogha or Goga—Light re-exhibited.*

No. 252 (third publication).—The following particulars, etc. relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1920), are republished:—

*Former Notice*—No. 93-M. of 1920. (*This Office No. 197 of 1920.*)

*Position*.—Lat.  $21^{\circ} 40\frac{1}{2}'$  N.

Long.  $72^{\circ} 15\frac{1}{2}'$  E.

*Details*.—The red fixed light on the south side of entrance to Gogha or Goga creek has been re-exhibited.

*Charts affected*.—No. 1035, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

*Publications*.—West Coast of India Pilot, 1919, page 270.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

*Authority*.—The Commissioner of Salt and Excise, Northern Division, Charagoda, dated 6th August 1920.

AUSTRALIA, EAST COAST—TRINITY BAY.

*Cairns harbour entrance—Position of gas buoy altered.*

No. 253 (third publication).—The Port Master, Brisbane, has given Notice (No. 3 of 1920), that on or about the 29th July 1920, the gas buoy marking the entrance to Cairns Harbour will be removed from its present location, 450 feet to the westward of the line of leads, to a position 4,700 feet seaward of the old clock beacon, and on the line of the black beacons marking the eastern side of the cutting, in latitude  $16^{\circ} 50' 50''$  south, longitude  $145^{\circ} 49' 25''$  east, with False Cape bearing south  $50^{\circ}$  east, distant 2 miles  $1\frac{1}{2}$  cables.

The light at present exhibited from the old clock structure will then be discontinued.

Vessels entering the port will bring the leads on as before outside of the gas buoy, and pass it on the port hand.

*Charts affected*.—Nos. 3133, 2350, 2924, Australia Directory, Vol. II.

BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Baroni rock buoy.*

No. 254 (third publication).—

*Former Notice*.—No. 129 of 1919.

*Subject*.—The lighted gas buoy marking the Baroni rock is extinguished and will be replaced by an unlighted spherical buoy painted black with a white horizontal band as soon as the weather permits.

*Chart affected*.—No. 834, Bassein river and approaches.

*Publication*.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

*Authority*.—Port Officer, Bassein, Burma, Notice dated 14th August 1920.

## BORNEO, NORTH-WEST COAST.

*Sungi Paloh entrance—Beacon erected.*

No. 255 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1920), are republished:—

*Position.*—On the western side of the river and at a distance of about  $1\frac{1}{2}$  miles from Tanjong Blimbing.

Lat.  $1^{\circ} 46' 46''$  N., long.  $109^{\circ} 17' 11''$  E.

*Description.*—A white beacon, with rectangular topmark.

*Charts affected.*—No. 2104, Tanjong Bayung to Tanjong Datu.

„ 2660a, China sea, southern portion—western sheet.

*Publication.*—China Sea Pilot, Vol. IV, 1912, page 44.

*Authority.*—Hague Notice No. 1298 of 1920. (H. 4454-20.)

## NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR ENTRANCES.

*Hayward Point—Light established.*

No. 256 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1115 of 1920), are republished:—

*Position.*—At a distance of  $17\frac{1}{10}$  cables,  $303^{\circ}$ , from Taiaroa head lighthouse.

Lat.  $45^{\circ} 46'$  S., long.  $170^{\circ} 42\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. Fl., W. R., ev. 4 sec., vis. 10 & 8 m.

*Characteristics:*

*Character.*—Flashing every four seconds, with white and red sectors, thus:

Flash.	eclipse.
$\frac{4}{10}$ sec.	$\frac{3\frac{6}{10}}{10}$ sec.

*Visibility.*—White light about 10 miles. red light about 8 miles.

*Sectors.*—White from  $127^{\circ}$  through south to  $255^{\circ}$ ;  
Red thence to  $307^{\circ}$ .

*Remarks.*—The light is unwatched. The other characteristics of the light are not stated.

*Note.*—The red sector covers the shoals from Taiaroa head to the outer end of the bank.

Outward bound vessels should keep on the line of the leading lights until the white sector is entered before shaping their course.

*Charts affected.*—No. 2411, Otago harbour from the entrance to Dunedin.

„ 2532, Banks peninsula to Otago.

„ 2533, Otago to Maitauri river.

„ 3629, Hokitika to Otago harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3039.

New Zealand Pilot, 1919, pages 362, 364.

*Authority.*—Wellington Notice No. 14 of 1920. (H. 4436-20.)

## AUSTRALIA—QUEENSLAND, STRADBROKE ISLAND.

*Swan Bay—Amendments to charts in vicinity of.*

No. 257 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1123 of 1920), are republished:—

*Position.*—Jumpin pin, lat.  $27^{\circ} 45'$  S., long.  $153^{\circ} 28'$  E.

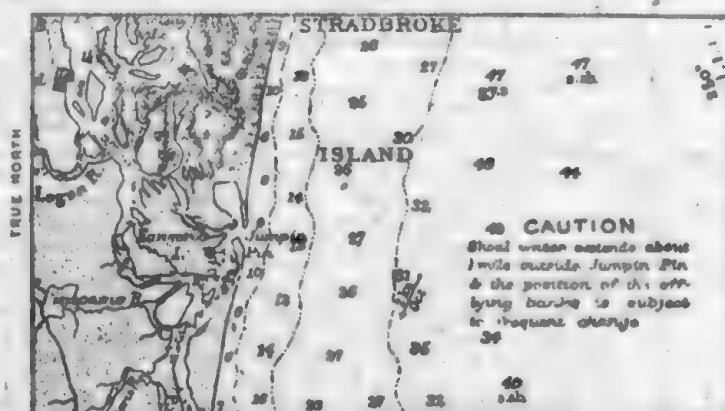
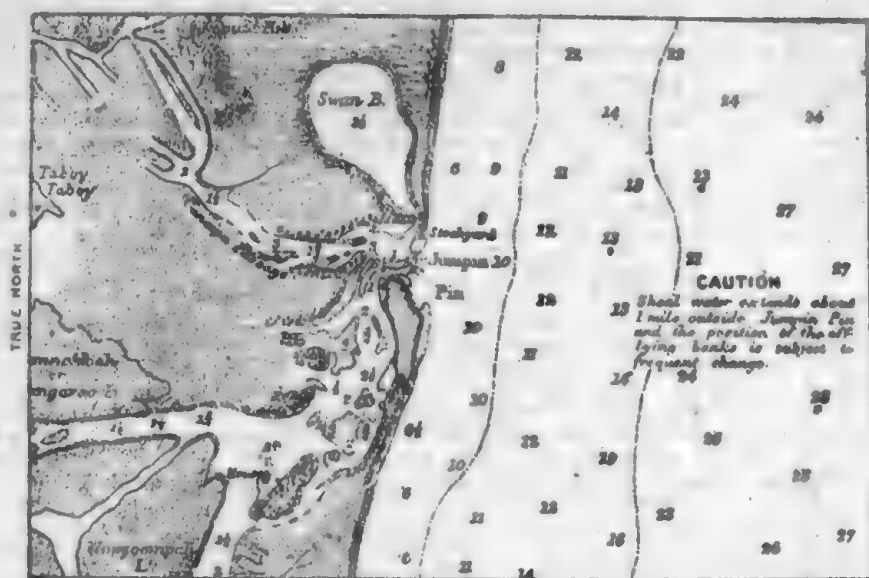
*Details.*—Amendments to the charts in the locality known as Jumpin pin, southward of Swan Bay, are shown on the accompanying reproduction of portions of charts Nos. 1029 and 3623.

**Remarks.**—From the reproduction it will be observed that a breach in the coast line, not hitherto shown on the chart, exists in this vicinity. Shoal water due to this opening extends as shown in the cautionary note on the reproduction.

**Charts affected.**—No. 1029, Danger point to Cape Morton.  
 „ 3623, Cape Byron. to Lady Elliot island.

**Publication.**—Australia Pilot, Vol. III, 1916, page 90.

**Authority.**—Marine Department, Brisbane. (H. 3002/20.)



#### JAPAN—INLAND SEA.

**Mitsugahama**—Amendments to charts with regard to harbour works.

**No. 258 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1124 of 1920), are republished :—

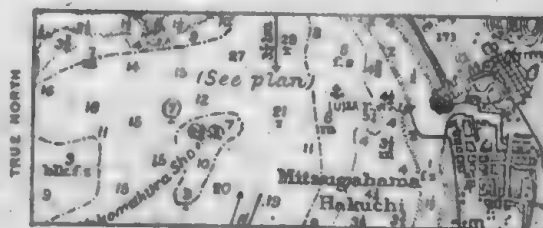
**Position.**—Minato Yama  $\Delta$ , lat.  $33^{\circ} 52' N.$ , long.  $132^{\circ} 42' E.$

**Details.**—The accompanying reproductions of portions of charts Nos. 83 and 694 show the necessary amendments with regard to the new harbour works at Mitsugahama.

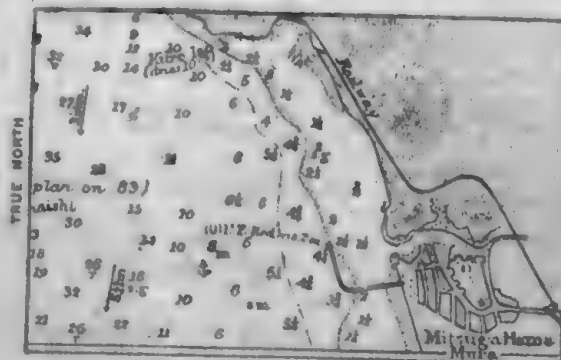
*Charts affected.*—No. 83, Gogo shima to Miyo shima, with plan.  
 „ 694, Plan of Gogo shima and Horiyé anchorages.  
 „ 3154, Ominase to Gogo shima.  
 „ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1920, No. 1946.  
 Japan Pilot, 1914, page 365; Revised Supplement (2), 1914.

*Authority.*—Tokyo Notice No. 49 of 1920. (H. 4039/20.)



Reproduction of Portions of Chart No. 83.



Reproduction of Portion of Chart No. 694.

## JAVA, NORTH COAST.

*Semarang Bay—Amended position of shoal; Alterations in buoyage.*

*No. 259 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1125 of 1920), are republished :—

*Position.*—Semarang, lat.  $6^{\circ} 58' S.$ , long.  $110^{\circ} 24' E.$

*Details.*—The accompanying reproduction of a portion of the plan of Semarang bay on chart No. 932 shows the amended position of the 24-fathom shoal, which is now marked by the light-buoy indicated.

The light-buoys and buoys formerly in existence, but which are not shown on the reproduction, have been withdrawn.

Dredging in the approach is no longer in progress and the limits of this area and prohibited anchorage have therefore been omitted from the reproduction.

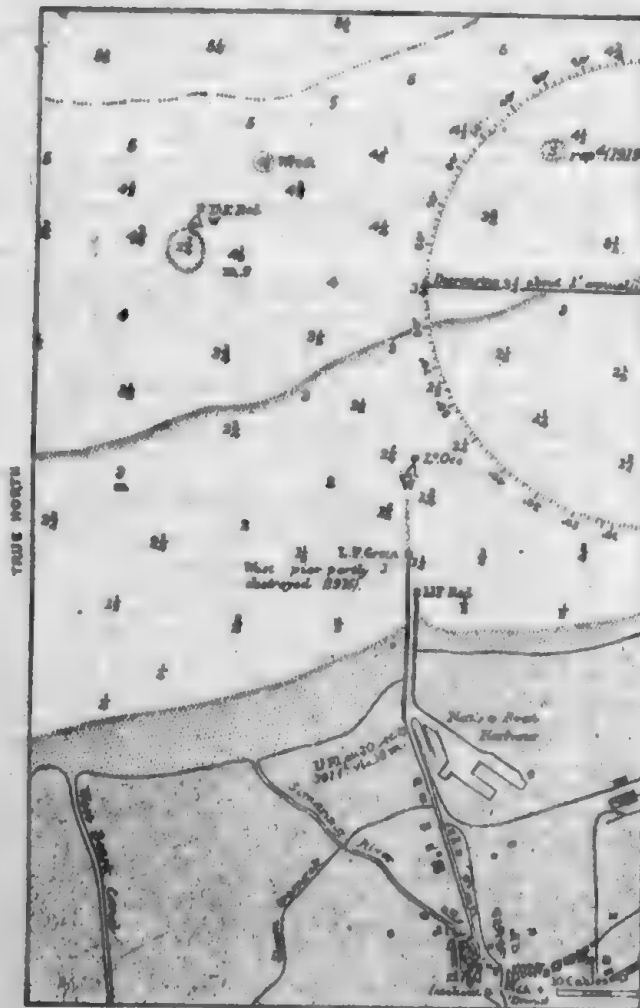
*Charts affected.*—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

„ 941a, Eastern Archipelago—sheet I.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 117, 118; Supplement No. 4, 1919.

*Authority.*—Netherlands Government Chart. (H. 3201/20.)



Reproduction of Portion of Chart No. 932



SUMATRA, WEST COAST—MENTAWI ISLANDS.

*North and South Pagi Islands—Patches of discoloured water eastward of, to be expunged from chart.*

No. 260 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1126 of 1920), are republished:—

*Former Notice.*—No. 770 of 1920. (*This Office No. 162 of 1920.*)

*Position.*—(1) At a distance of about 4 miles eastward from the northern extremity of North Pagi Island.

Lat.  $2^{\circ} 31' 30''$  S., long.  $100^{\circ} 05' 00''$  E.

(2) At a distance of about  $4\frac{1}{2}$  miles eastward from Simapopo on the east coast of South Pagi island.

Lat.  $2^{\circ} 54' 00''$  S., long.  $100^{\circ} 26' 00''$  E.

*Note.*—The danger lines in these positions and the notes "Discoloured water reported (1920)" are to be expunged from the chart.

*Chart affected.*—No. 2761, Chingkuk bay to the Strait of Sunda.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 462, 465.

*Authority.*—Netherlands Hydrographer. (*H. 3201/20.*)

BAY OF BENGAL—BURMA, COAST OF ARAKAN.

*Zalattuung Island—Light discontinued.*

No. 261 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120 M. of 1920), are republished:—

*Position.*—Lat.  $18^{\circ} 30\frac{1}{2}'$  N.

Long.  $94^{\circ} 13\frac{1}{2}'$  E.

*Details.*—The red fixed light, exhibited on the west extreme of the Island, has been discontinued and is to be expunged from the Admiralty publications.

*Chart affected.*—No. 832, Cheduba Strait and Ramree Harbour.

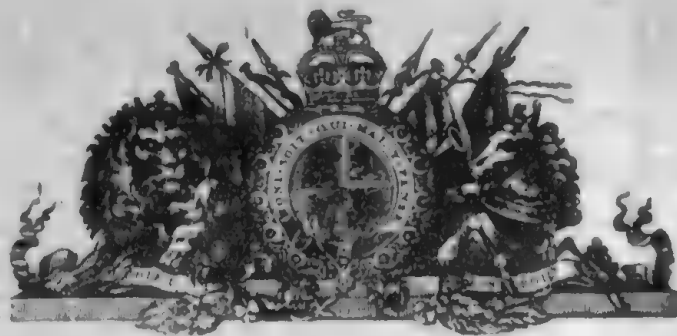
*Publications.*—Bay of Bengal Pilot, 1910, page 364; List of Lights, Part VI, 1920, No. 636.

Indian List of Lights, 38th issue, 1919, page 50.

*Authority.*—The Port Officer, Burma, Rangoon, dated 4th August 1920.

W. K. THYNE, COMDR., R.I.M.,

*Dy. Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 29, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 20th September 1920.

### CHINA, EAST COAST.

#### *Kyau Chau Bay Entrance—Amended Description of Light-Buoys.*

No. 277 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1293 of 1920), are republished:—

*Former Notice.*—No. 158 of 1920 (*This office No. 66 of 1920*).

(1) No. 6 light buoy:

*Position.*—At a distance of about 2½ cables north-westward from Horse Shoe rock light-beacon.

Lat. 36° 04½' N., long. 120° 17' E.

*Description.*—A light-buoy painted red, exhibiting a *flashing white* light every three seconds.

*Note.*—This light-buoy is not fitted with a bell, as stated in the former Notice.

(2) No. 8 light-buoy :

*Position.*—At a distance of about 3½ cables south eastward from Yu-nui-san lighthouse.

Lat. 36° 02½' N., long. 120° 17' E.

*Description.*—A light-buoy painted red, exhibiting a *flashing white* light every three seconds.

*Note.*—This light-buoy is not fitted with a whistle as stated in the former Notice.

*Charts affected.*—No. 857, Kyau chap bay.

„ 1255, Kyau chau bay to Lai chau bay. (2).

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

*Authority.*—Japanese Hydrographer. (H. 5108-19.)

NEW ZEALAND—SOUTH ISLAND.

Otago Harbour—Alteration in Lights.

No. 278 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1294 of 1920), are republished :—

(1) Light established :

*Position (approximate).*—Near the Maori Kaike dairy, at a distance of 5 cables and 95 yards, 186° from No. 2 red beacon.

Lat. 45° 48½' S., long. 170° 44½' E.

*Abridged description.*—(U) Lt. Fl., *ev. sec. (posn. approx.)*.

Characteristics :

*Character.*—*Flashing white every second.*

*Structure.*—Rectangular beacon painted in black and white horizontal stripes.

*Remarks.*—The light is unwatched.

(2) Alteration in character of light :

*Position.*—On No. 2 red beacon.

*New abridged description*—Lt. Fl., *ev. 2 sec. (U)*.

*Alteration.*—The character of the light has been altered from fixed red to *flashing white every two seconds*.

*Remarks.*—This light in line with the light described above in (1), bearing 186°, leads clear of the end of the mole at the harbour entrance.

*Note.*—The above leading line is to be inserted on the chart with the note "*Lights in line (S. 13° E.)*."

(3) Amended position of rear leading light :

*Position.*—At a distance of about 75 yards westward from former position, and 10 cables and 170 yards, 179°, from Harrington point front leading light.

*Description.*—A fixed white light as described in the Admiralty List of Lights.

*Remarks.*—The leading line is to be amended on the chart, and the note altered to read "*Beacons or Lights in line (S. 20° E.)*"

*Variation.*—19° E.

*Chart affected.*—No. 2411, Otago harbour, with plan.

*Publications.*—List of Lights, Part VI, 1920, Nos. 3043, 3044, 3045.  
New Zealand Pilot, 1919, page 362.

*Authority.*—Wellington Notice No. 12 of 1920. (H. 4435-20.)

#### PHILIPPINE ISLANDS—TIKAO ISLAND.

*San Miguel Island—Existence of Shoal north-westward of; Decreased Depth on Shoal south-eastward of.*

*No. 279 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1295 of 1920), are republished:—

1. Existence of shoal:

*Position.*—At a distance of about a quarter of a mile north-westward from San Miguel island lighthouse.

Lat. 12° 43' 04" N., long. 123° 34' 55" E., on chart No. 3369.

*Depth.*—7 fathoms (rock).

2. Decreased depth on shoal:

*Position.*—Lat. 12° 42' 30" N., long. 123° 36' 36" E.

*Depth.*—4 fathoms (sand and coral).

*Remarks.*—The above depth is to be substituted for the depth of 5 fathoms shown on the charts in this position.

*Charts affected.*—No. 3369, Luzon island to Masbate island.

„ 3368. Batan island to San Bernardino island, &c.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 488.

*Authority.*—U. S. A. Government Chart. (H. 4848 & 4950-20.)

#### AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)—Amended Position of Rock Southward of; Shoal to be reinserted on Charts.*

*No. 280 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1296 of 1920), are republished:—

*Former Notice.*—No. 1078 of 1920. (This office No. 246 of 1920.)

(1) Rock:

*Position.*—At a distance of about 1½ miles southward from Montagu island lighthouse, and half a mile north-westward from charted position.  
Lat. 36° 16' 40" S., long. 150° 13' 54" E.

*Depth.*—3 fathoms.

*Description.*—A pinnacle rock.

(2) Shoal:

*Position.*—At a distance of about  $1\frac{1}{2}$  miles south-eastward from Montagu island light-house.

Lat  $36^{\circ} 16' 30''$  S., long.  $150^{\circ} 15' 30''$  E.

*Depth.*— $2\frac{1}{2}$  fathoms (P. D.).

*Remarks.*—The  $2\frac{1}{2}$ -fathom shoal marked "(P. D.)," which was expunged from the charts by the former Notice quoted above, is to be reinserted on the charts in the above position.

*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, page 448.

*Authority.*—Department of Navigation, Sydney. (H. 4121-20.)

INDIA, WEST COAST—MANDOVI RIVER.

“Campal” Lighthouse—Alteration in Position.

*No. 281 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1920), are republished:—

*Details.*—The position of the Front Leading Lighthouse “Campal” exhibiting a red fixed light from the South side of the Mandovi River at the entrance of Port of Panjim has been shifted 33 feet to the East from its former position.

*Position.*—Lat.  $15^{\circ} 29\frac{1}{2}'$  N.

Long.  $73^{\circ} 49\frac{1}{2}'$  E.

*Description.*—A white iron quadrangular pyramid, in line with the Malim Lighthouse.

*Chart affected.*—No. 492, Agnada to St. George Island.

*Publications.*—West Coast of India, Pilot, 1919, page 184.

List of Lights, Part VI, 1920, No. 427.

Indian List of Lights in press.

*Authority.*—Captain of the Port, Nova Goa, dated 24th August 1920.

INDIA—WEST COAST.

Goa-Mandovi River Entrance—Annual re-exhibition of leading lights.

*No. 282 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1920), are republished:—

*Former notice.*—No. 84-M of 1920. (This office No. 173 of 1920.)

*Details.*—The Captain of the Ports for Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verem and Marca Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-west Monsoon, were re-exhibited on the 16th August 1920.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 24th August 1920.

*The 13th September 1920.*

### EASTERN ARCHIPELAGO.

#### *Netherlands Indies—Regulations for entering Zee-Gats and Harbours.*

*No. 272 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1920), are republished:—

The following regulations have been made by the Netherlands Government:—

Manœuvres or other causes may necessitate the closing of the various zee-gats and harbours or may make their entry subject to special reservations.

Upon such occasions a signal in the shape of 3 red balls by day and 3 red vertical lights by night will be made from some conspicuous position in the vicinity of the channel leading to the harbour or zee-gat.

When such signals are seen by a vessel approaching, the vessel, unless prevented by the direction of the wind or the state of the sea, must proceed towards the examination vessel stationed in the entrance to the zee-gat.

Permission or refusal to proceed will be given after examination. All vessels proceeding must do so under the charge of a pilot, or be preceded by a war-ship or pilot vessel, since from the time of making the signals all exemptions from the necessity of taking a pilot are cancelled. Captains and Masters of vessels are to carry out the instructions of the official who has come on board from the examination vessel and obey all signals.

If a shot is fired, where safety permits, the engines must immediately be stopped in the vicinity of the examination vessel. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule permission to enter by night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination and if there is no examination vessel stationed in the zee-gat they must anchor or lie off.

The coming into operation of such regulations at any particular zee-gat or harbour will not be announced beforehand.

*Publications.*—Eastern Archipelago Pilot, Part II, 1913, page 15.

Eastern Archipelago Pilot, Part III, 1911, page 9.

China Sea Pilot, Vol. I, 1916, page 35.

China Sea Pilot, Vol. II, 1915, page 13.

Pacific Islands Pilot, Vol I, 1908, page 12.

*Authority.*—Hague Notice No. 150 (Miscellaneous) of 1920. (*H. 5105-20.*)

### KOREA.

#### *Quelpart Island (Saishu To)—Obstruction reported northward of.*

*No. 273 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1920), are republished:—

*Position (approximate).*—At a distance of about 9 miles north-eastward from North city lighthouse.

Lat. 33° 35' 30" N., long. 126° 42' 45" E., on chart No. 3365.

*Details.*—A vessel struck a submerged obstruction in approximately the above position, and a depth of 4½ fathoms was reported.

*Note.*—The above depth is to be inserted on the charts and marked "P. A." with the year date "(1919)."



*Charts affected.*—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago—southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 2347, Honshū, Kiusiu, and Shikoku, &c.

„ 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—China Sea Pilot, Vol. V, 1912, page 660.

E. C. Korea, &c., Pilot, 1913, page 36.

*Authority.*—U. S. A. Hyd. Office Notice No. 1969 of 1920. (H. 4842-20.)

## JAPAN—HONSHŪ, SENDAI BAY.

### *Jizo Jima—Light established*

*No. 274 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1263 of 1920), are republished:—

*Position.*—On islet known as Jizo jima situated one cable, 97°, from the southern extremity of Umahanashi sima.

Lat. 38° 20' N., long. 141° 054' E.

*Abridged description.*—Lt. Fl., Red, ev. 3 sec., vis. 8 m. (U)

#### *Characteristics:*

*Character.*—Flashing red every three seconds.

*Elevation.*—67 feet.

*Visibility.*—8 miles.

*Power.*—Under 100 candles.

*Structure.*—White octagonal stone tower, 35 feet in height.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 806, Sandai bay to Miyako bay, with inset.

„ 3334, Tokyo to Sendai bay.

„ 3409, Ishinomaki wan and Sakata ko to Tsugarn kaikyo.

*Publications.*—List of Lights, Part VI, 1920, No 2069b.

Japan Pilot, 1914, page 234.

*Authority.*—Department of Communications, Tokyo, Notice No. 736 of 1920. (H. 4799-20.)

## AUSTRALIA—EAST COAST.

*South Solitary Island light—Signal Station to be discontinued.*

*No. 275 (second publication).*—

*Subject.*—The Signal Station at South Solitary Island Light will be discontinued on and after 1st September 1920.

*Position.*—On summit of South Solitary Island.

Lat. 30° 12' S., long. 153° 17' E. on Chart No. 1027.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1026, The Solitary Islands and Adjacent Coast.

„ 1027, Coffs Islands to Evans Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2580.  
Australia Pilot, Vol. III, 1916, page 81.

Sailing Directions for the Coast of New South Wales,  
second Edition, 1920, pages 87 and 111.

*Authority.*—Melbourne Notice No. 19 of 1920.

#### BISMARCK ARCHIPELAGO—NEW BRITAIN.

*Rabaul*—Information with regard to lighting, etc.

*No. 276 (second publication).*—

*Subject.*—The following information has been received from the  
Administrator, Rabaul:—

“The temporary light formerly shown from Matupi Point  
has been discontinued, and the shoal lying east of Dawapia Point,  
known as the Beehive, is marked by a beacon with a black  
shape, from which no light is exhibited.”

*Chart affected.*—No. 524, Plan of Blanche Bay.

*Publication.*—Pacific Islands, Vol. I, Fourth Edition, 1908, pages 368 and  
370.

*Authority.*—Melbourne Notice No. 20 of 1920.

The 6th September 1920.

#### CHINA, SOUTH COAST—CANTON RIVER.

*Wangmun Entrance light*—Alteration in characteristics.

*No. 262 (third publication).*—The following particulars, etc., relative to  
the above, issued by the British Admiralty (No. 1166 of 1920), are repub-  
lished:—

*Position.*—On the western edge of Swashway bank.

Lat.  $22^{\circ} 35\frac{1}{2}'$  N., long.  $113^{\circ} 36\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., ev. 3 sec., 40 ft., vts. 12 m.

*Details.*—The group occulting white light has been replaced by a  
light having the undermentioned characteristics:—

*Character.*—Flashing white every three seconds, thus:

Flash,	eclipse.
$\frac{3}{10}$ sec.	$2\frac{7}{10}$ secs.

*Visibility.*—12 miles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 3682, Kap sing mun to Boca Tigris—northern  
sheet.

„ 3588, Canton river delta.

„ 3026, Macao to Pedro Blanco, including  
Hongkong.

„ 2562, Canton river with its western branches.

*Publications.*—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

*Authority.*—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

#### PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

*Amendments to charts with regard to shoals.*

*No. 263 (third publication).*—The following particulars, etc., relative to  
the above, issued by the British Admiralty (No. 1167 of 1920), are repub-  
lished:—

*Position.*—(a) San Bernardino islet lighthouse, lat.  $12^{\circ} 45'$  N., long  
 $124^{\circ} 17'$  E.

(b) Green island, lat.  $12^{\circ} 33\frac{1}{2}'$  N., long.  $124^{\circ} 28'$  E.

*Details.*—The accompanying reproduction of portions of chart No. 3370 show the necessary amendments with regard to shoals in the vicinity of San Bernardino islets and Kabuan island.

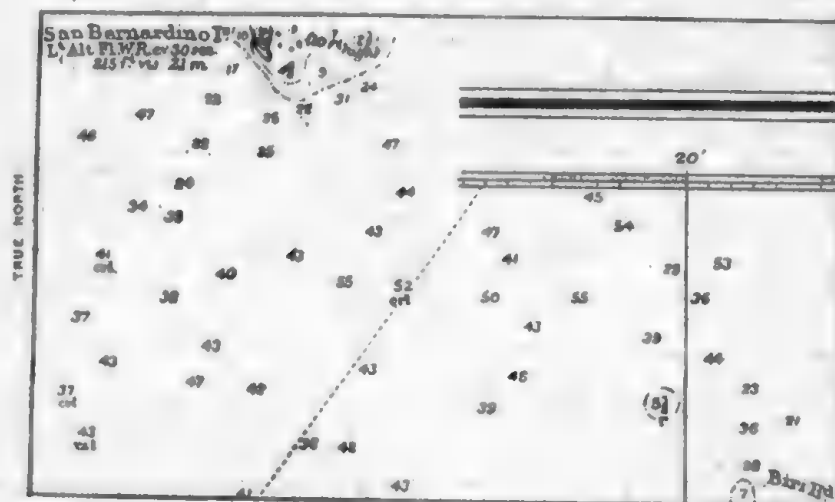
*Charts affected.*—No. 3370, San Bernardino strait and approaches.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 507, 510, 511, 512, 603; Supplement No. 5, 1920.

*Authority.*—U.S.A. Government Chart. (H. 1027/20.)



Reproduction of Portions of Chart No. 3370.



## INDIA, WEST COAST.

*Port of Bombay—Flagstaff shoal removed; Position of pilot vessel.*

*No. 264 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1168 of 1920), are republished:—

(1) Flagstaff shoal removed:

*Position.*—At a distance of about 6 cables northward of Middle ground.

Lat.  $18^{\circ} 55\frac{1}{2}'$  N., long.  $72^{\circ} 50\frac{1}{2}'$  E.

*Details.*—There is now a least depth of 24 feet over the Flagstaff shoal.

*Note.*—The shoal is to be expunged from the charts together with the 18-foot contour line encircling it and the depths shown therein. The cautionary note with regard to dredging in the vicinity of the Flagstaff shoal is also to be expunged from the charts.

(2) Position of pilot vessel:

*Details.*—The following note with regard to the position of the pilot vessel is to be inserted on the charts about three quarters of a mile south-eastward of Sunk rock:—

“NOTE.”

“The usual position of the Pilot Vessel is about 8 cables south-eastward of Sunk Rk.”

*Remarks.*—The notes regarding the pilot vessel's former cruising grounds, westward of Thal shoal, are to be expunged from chart No. 2621.

*Charts affected.*—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island. (1)

*Authority.*—Port Officer, Bombay. (H. 4245/20 & 5172/19.)

## INDIA, WEST COAST.

*Port of Bombay—Amended western limit.*

*No. 265 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1169 of 1920), are republished:—

*Position.*—Malabar point, lat.  $18^{\circ} 56\frac{1}{2}'$  N., long.  $72^{\circ} 47\frac{1}{2}'$  E.

*Details.*—The western limit of the port extends from the southern extremity of Malabar point to Bombay floating light and thence to the western side of Kundari island.

*Note.*—The southern limit is as shown on the chart.

*Chart affected.*—No. 2621, Bombay harbour.

*Publication.*—W. C. India Pilot, 1919, page 221.

*Authority.*—Port Officer, Bombay. (H. 4245/20.)

JAPAN—HONSHU, SOUTH COAST.

*Su-no-saki—Amended position of light.*

No. 266 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1920), are republished :—

*Former Notice*.—No. 981 of 1920. (*This office No. 219 of 1920.*)

*Position (approximate)*.—Lat.  $34^{\circ} 58' 40''$  N., long.  $139^{\circ} 45' 26''$  E., on chart No. 2657.

*Description*.—An alternating flashing white and red light every thirty seconds, as described in the former notice.

*Charts affected*.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

*Publications*.—List of Lights, Part VI, 1920, No. 2062a  
Japan Pilot, 1914, page 197.

*Authority*.—Hydrographic Department. (*H. 4431/20.*)

JAPAN—GULF OF TOKYO.

*Tsurugi Zaki—Non-existence of shoal south-eastward of.*

No. 267 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1920), are republished :—

*Former Notice*.—No. 1801 of 1919. (*This office No. 344 of 1919.*)

*Position*.—At a distance of about  $11\frac{1}{2}$  cables south-eastward from Tsurugi zaki lighthouse, close north-westward of the 8 fathom shoal in that locality.

*Details*.—A recent survey of the locality having failed to reveal any trace of the shoal referred to in the former Notice quoted above, the note “ (Less water repd., 1919) ” is to be expunged from the charts.

*Charts affected*.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi Saki.

*Publication*.—Japan Pilot, 1914, page 194 ; Revised Supplement (2), 1919.

*Authority*.—Tokyo Notice No. 403 of 1919. (*H. 1644/20.*)

COCHIN CHINA—SAIGON RIVER ENTRANCE.

*Kua Tieu Entrance—Alterations in buoyage.*

No. 268 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1920), are republished :—

1. Bell-buoy established—

*Position*.—At a distance of about  $5\frac{1}{2}$  miles eastward from the light on the northern side of the Kua Tieu entrance.

Lat.  $10^{\circ} 14' 52''$  N., long.  $106^{\circ} 54' 10''$  E.

*Description*.—A conical bell-buoy painted in black and white horizontal bands, with topmark consisting of two cones bases together.

## 2. Alteration in position of wreck-marking buoy:—

*New position.*—At a distance of about 4 cables south-westward from former position and half a mile south-westward from the wreck *Cambodge*.

Lat.  $10^{\circ} 13' 45''$  N., long.  $106^{\circ} 51' 31''$  E.

*Description.*—A green conical buoy.

## 3. Wreck-marking buoy established:—

*Position (approximate).*—At a distance of about one cable south-westward from the wreck of the *Francis Garnier*, and one mile south-eastward from Mirador point fort.

Lat.  $10^{\circ} 15' 28''$  N., long.  $106^{\circ} 46' 45''$  E.

*Description.*—A red conical buoy with cone topmark.

*Remarks.*—The wreck of the *Francis Garnier* is incorrectly shown and described as a rock on chart No. 1016, which is to be corrected accordingly.

*Note.*—The above positions refer to chart No. 1016.

*Charts affected.*—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

*Publication*—China Sea Pilot, Vol. III, 1912, page 187; Supplement No. 4, 1919.

*Authority.*—H. B. M. Consul, Saigon. (*H.* 4233-20.)

## PORTUGUESE EAST AFRICA—POMBA (MWAMBI) BAY.

*Mpira point light—Characteristics of.*

*No. 269 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1920), are republished:—

*Position (approximate).*—On the western extremity of Mpira point.

Lat.  $12^{\circ} 57\frac{1}{2}'$  S., long.  $40^{\circ} 29\frac{1}{2}'$  E.

*New abridged description.*—Lt. F., Red 41 ft., vis. 7 m. (*P. A.*).

*Details.*—This light has the undermentioned characteristics:—

*Character.*—Fixed red.

*Elevation.*—41 feet.

*Visibility.*—7 miles.

*Structure.*—Black wooden tower, 42 feet in height.

*Remarks.*—The note “(Lt. building)” shown against Mpira point on the plan of Pomba bay is to be expunged.

*Chart affected.*—No. 1809, Mozambique harbour to Ras Pekawi with plan.

*Publications.*—List of Lights, Part VI, 1920, No. 93a.

Africa Pilot, Part III, 1915, page 296; Revised Supplement (2), 1919.

*Authority.*—Hydrographic Department. (*H.* 6327-18.)

## WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

*General Remarks.*

*No. 270 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1920), are republished:—

*Former Notice*—No. 1000 of 1920 (*This office No. 221 of 1920*); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from



ships at sea all over the world, and at the same time to organize the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

#### COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

#### ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions, and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

## SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>AUSTRALASIA:—</b>			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS		600
Awanui Radio ...	VLA	} No details	No details
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Island ...	VLC		
Macquarie Island Radio ...	VIQ		
<b>BERMUDAS:—</b>			
Somerset Island ...	BZR	0015 & 1215	1600
<b>BRAZIL:—</b>			
Ilha do Governador ...	SOH	0000*	1800
<b>CANADA:—</b>			
Barrington Passage ...	VAL	0130 & 1330	1600
<b>CHINA:—</b>			
Shanghai—Zika wei ...	FFZ	0300*, 0900	600
<b>FRANCE:—</b>			
Eiffel Tower ...	FL	0945†, 2330*	2500
<b>FRENCH OCEANIA:—</b>			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
<b>GERMANY:—</b>			
Norddeich ...	KAV	1200,* 2200	1650
<b>GREAT BRITAIN:—</b>			
Poldhu "Western" ...	MPD	0930	2700
Cleethorpes "Eastern" ...	BYB	1700	3000
" " "Northern" ...	BYB	1700	3000
" " "Scandinavia" ...	BYB	1700	3000
<b>HAWAIIAN Island:—</b>			
Pearl Harbour ...	NPM	{ 0230, 0630 1830, 2230 }	600
<b>HOLLAND:—</b>			
Scheveningen ...	PCH	1115, 2315	1800
<b>INDIA:—</b>			
Calcutta Radio ...	VWC	0730*, 1910	2000
Karachi Radio ...	VWK	} 0730, 1910 {	2000
Rangoon Radio ...	VTR		1200
Bombay Radio ...	VMB	} 0740, 1920 {	2000
Madras Radio ...	VWM		2000
Port Blair ...	VTP		1200

\* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
<b>JAPAN:—</b>			
Choshi ...	JCS	1200*	600
Dairenwan ...	JDA	1200	600
Fuki Kaku ...	JKF	1130	600
<b>MEDITERRANEAN:—</b>			
Rinella ...	BYZ	2100	2700
<b>MEXICO:—</b>			
Campeche ...	XAB	1837*	600
Guayamas ...	XAH		
Mazatlan de Sinaloa ...	XAE		
Payo Obispo ...	XAC		
Vera Cruz ...	XAA		
<b>NEWFOUNDLAND:—</b>			
St. John's ...	BZM	0100 & 1300	1600
<b>PHILIPPINES:—</b>			
Kavite ...	NPO	{ 0300 } 1400	952 5000 (Continuous wave.)
<b>SAMOA:—</b>			
Tutuila ...	NPU	{ 0330, 0730 } 1930, 2330	600
<b>SOUTH AFRICA:—</b>			
Capetown Radio ...	MNC	1115	600
Durban Radio ...	VND	1115	600
<b>SPAIN:—</b>			
Madrid ...	EGC	1330	2000
<b>UNITED STATES:—</b>			
Washington (Arlington) ...	NAA	0300* & 1700*	2500
Annapolis ...	NBR	0130. 1330	1700
Key West ...	NAR	0300*	1500
North Head ...	NPE	0600	600 & 950
S. Francisco ...	NPH	0800	600
		1600	950
		1200	950
		2200	950
S. Diego ...	NPL	0800	600
		1600	600
		1200	950
		2200	950
Point Arguello ...	NPK	0800	950
		1600	950
		1200	600
		2200	600
<b>WEST INDIES:—</b>			
Christiania, Jamaica ...	BZQ	0100 & 1300	1200

\* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty and U. S. A.  
Hyd. Office Notice No. 1635 of 1920. (H. 4272-20.)

RED SEA—EASTERN SHORE.

*Mokha—Light reported extinguished.*

*No 271 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1211 of 1920), are republished—

*Position.*—On South fort, lat.  $13^{\circ} 18\frac{1}{2}'$  N., long.  $43^{\circ} 14'$  E.

*Description.*—A flashing white light.

*Remarks.*—The note “ (*Repd. extinguished*) (1920) ” is to be placed against this light on the charts.

*Note.*—The character of this light is incorrectly shown as fixed on chart No. 2523, which is to be corrected accordingly.

*Charts affected.*—No. 1955, Mokha road.

„ 3180, Straits of Bab-el-Mandeb and approaches.

„ 143, Jebel Teir to Perim island.

„ 8e, Red sea—sheet 5.

„ 2523, Red sea.

*Publications.*—List of Lights, Part V, 1920, No. 2202.

Red Sea Pilot, 1909, page 395 ; Revised Supplement (3), 1917.

*Authority.*—French Light List, 1920. (H. 4964/20.)

W. K. THYNE, COMDR., R.I.M.,  
*Dy. Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, OCTOBER 6, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 30th September 1920.

### INDIA, WEST COAST—DELTA OF THE INDUS.

#### *Beacon at the Thursian Mouth.*

*No. 283 (first publication).*—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920), are republished :—

*Former Notice.*—No. Gel.-585 of 1919 (*This Office No. 102 of 1919*).

*Subject.*—The Beacon is reported to have fallen.

*Position.*—Latitude  $24^{\circ} 3' 50''$  N.

Longitude  $67^{\circ} 22' 20''$  E.

*Charts temporarily affected.*—No. 118. Kidiwari mouth to Merani Creek.

No. 42, Coasts of Sind and Cutch.

*Publication.*—West Coast of India Pilot, 1919, page 330.

*Authority.*—Chief Collector of Customs in Sind.

BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar.*

*No. 284-I (first publication).—*

*Former Notice.—No. 227-I of 1920.*

*Subject.—*The removal of the mark "Disc above two battens" leading over the Outer Bar as referred to in the above Notice is one of the two Chudleigh's marks which are not shown on the Admiralty Chart No. 84 nor are they described in the Bay of Bengal Pilot, 1910. They are only listed in the publication "Table giving particulars of Buoys and Landmarks on coasts and in the rivers and harbours of Bengal."

*Authority.—*Port Officer, Chittagong, letter No. 1584, dated the 27th September 1920.

*The 20th September 1920.*

CHINA, EAST COAST.

*Kyau Chau Bay Entrance—Amended Description  
of Light-Buoys.*

*No. 277 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1293 of 1920), are republished:—

*Former Notice.—*No. 158 of 1920 (*This office No. 66 of 1920*).

(1) No. 6 light buoy:

*Position.—*At a distance of about 2½ cables north-westward from Horse Shoe rock light-beacon.

Lat. 36° 04½' N., long. 120° 17' E.

*Description.—*A light-buoy painted red, exhibiting a *flashing white light every three seconds*.

*Note.—*This light-buoy is not fitted with a bell, as stated in the former Notice.

(2) No. 8 light-buoy:

*Position.—*At a distance of about 3½ cables south eastward from Yu-nui-san lighthouse.

Lat. 36° 02½' N., long. 120° 17' E.

*Description.—*A light-buoy painted red, exhibiting a *flashing white light every three seconds*.

*Note.—*This light-buoy is not fitted with a whistle as stated in the former Notice.

*Charts affected.—*No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay. (2).

*Publication.—*China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

*Authority.—*Japanese Hydrographer. (H. 5108-19.)



## NEW ZEALAND—SOUTH ISLAND.

*Otago Harbour—Alteration in Lights.*

*No. 278 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1294 of 1920), are republished:—

## (1) Light established:

*Position (approximate).*—Near the Maori Kaike dairy, at a distance of 5 cables and 95 yards,  $186^{\circ}$  from No. 2 red beacon.

Lat.  $45^{\circ} 48\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. Fl., *ev. sec.* (*posn. approx.*).

## Characteristics:

*Character.*—*Flashing white every second.*

*Structure.*—Rectangular beacon painted in black and white horizontal stripes.

*Remarks.*—The light is unwatched.

## (2) Alteration in character of light:

*Position.*—On No. 2 red beacon.

*New abridged description.*—Lt. Fl., *ev. 2 sec.* (U).

*Alteration.*—The character of the light has been altered from fixed red to *flashing white every two seconds.*

*Remarks.*—This light in line with the light described above in (1), bearing  $186^{\circ}$ , leads clear of the end of the mole at the harbour entrance.

*Note.*—The above leading line is to be inserted on the chart with the note "*Lights in line (S.  $13^{\circ}$  E.).*"

## (3) Amended position of rear leading light:

*Position.*—At a distance of about 75 yards westward from former position, and 10 cables and 170 yards,  $179^{\circ}$ , from Harrington point front leading light.

*Description.*—A fixed white light as described in the Admiralty List of Lights.

*Remarks.*—The leading line is to be amended on the chart, and the note altered to read "*Beacons or Lights in line (S.  $20^{\circ}$  E.).*"

*Variation.*— $19^{\circ}$  E.

*Chart affected.*—No. 2411, Otago harbour, with plan.

*Publications.*—List of Lights, Part VI, 1920, Nos. 3043, 3044, 3045.

New Zealand Pilot, 1919, page 362.

*Authority.*—Wellington Notice No. 12 of 1920. (*H. 4435-20.*)

## PHILIPPINE ISLANDS—TIKAO ISLAND.

*San Miguel Island—Existence of Shoal north-westward of; Decreased Depth on Shoal south-eastward of.*

*No. 279 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1295 of 1920), are republished:—

## 1. Existence of shoal:

*Position.*—At a distance of about a quarter of a mile north-westward from San Miguel island lighthouse.

Lat.  $12^{\circ} 43' 04''$  N., long.  $123^{\circ} 34' 55''$  E., on chart No. 3369.

*Depth.*—7 fathoms (rock).

## 2. Decreased depth on shoal:

*Position.*—Lat.  $12^{\circ} 42' 30''$  N., long.  $123^{\circ} 36' 36''$  E.

*Depth.*—4 fathoms (sand and coral).

*Remarks.*—The above depth is to be substituted for the depth of 5 fathoms shown on the charts in this position.

*Charts affected.*—No. 3369, Luzon island to Masbate island.

„ 3368. Batan island to San Bernardino island, &c.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 488.

*Authority.*—U. S. A. Government Chart. (H. 4848 & 4950-20.)

## AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)—Amended Position of Rock Southward of; Shoal to be reinserted on Charts.*

*No. 280 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1296 of 1920), are republished:—

*Former Notice.*—No. 1078 of 1920. (This office No. 246 of 1920.)

## (1) Rock:

*Position.*—At a distance of about  $1\frac{1}{2}$  miles southward from Montagu island lighthouse, and half a mile north-westward from charted position.  
Lat.  $36^{\circ} 16' 40''$  S., long.  $150^{\circ} 13' 54''$  E.

*Depth.*—3 fathoms.

*Description.*—A pinnacle rock.

## (2) Shoal:

*Position.*—At a distance of about  $1\frac{1}{2}$  miles south-eastward from Montagu island light-house.

Lat.  $36^{\circ} 16' 30''$  S., long.  $150^{\circ} 15' 30''$  E.

*Depth.*— $2\frac{1}{2}$  fathoms (P. D.).

*Remarks.*—The  $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which was expunged from the charts by the former Notice quoted above, is to be reinserted on the charts in the above position.

*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, page 448.

*Authority.*—Department of Navigation, Sydney. (H. 4121-20.)

## INDIA, WEST COAST—MANDOVI RIVER.

*“Campal” Lighthouse—Alteration in Position.*

*No. 281 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1920), are republished:—

*Details.*—The position of the Front Leading Lighthouse “Campal” exhibiting a red fixed light from the South side of the Mandovi River at the entrance of Port of Panjim has been shifted 33 feet to the East from its former position.

*Position.*—Lat.  $15^{\circ} 29\frac{3}{4}'$  N.  
Long.  $73^{\circ} 49\frac{1}{4}'$  E.

*Publication.*—A white iron quadrangular pyramid, in line with the Malim Lighthouse.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publications.*—West Coast of India, Pilot, 1919, page 184.

List of Lights, Part VI, 1920, No. 427.

Indian List of Lights in press.

*Authority.*—Captain of the Port, Nova Goa, dated 24th August 1920.

#### INDIA—WEST COAST.

*Goa-Mandovi River Entrance—Annual re-exhibition of leading lights.*

*No. 282 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1920), are republished :—

*Former notice.*—No. 84-M of 1920. (*This office No. 173 of 1920.*)

*Details.*—The Captain of the Ports for Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verem and Marca Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-west Monsoon, were re-exhibited on the 16th August 1920.

His Britannic Majesty's Consul for Goa, dated 24th August 1920.

*The 13th September 1920.*

#### EASTERN ARCHIPELAGO.

*Netherlands Indies—Regulations for entering Zee-Gats and Harbours.*

*No. 272 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1920), are republished :—

The following regulations have been made by the Netherlands Government :—

Manœuvres or other causes may necessitate the closing of the various zee-gats and harbours or may make their entry subject to special reservations.

Upon such occasions a signal in the shape of 3 red balls by day and 3 red vertical lights by night will be made from some conspicuous position in the vicinity of the channel leading to the harbour or zee-gat.

When such signals are seen by a vessel approaching, the vessel, unless prevented by the direction of the wind or the state of the sea, must proceed towards the examination vessel stationed in the entrance to the zee-gat.

Permission or refusal to proceed will be given after examination. All vessels proceeding must do so under the charge of a pilot, or be preceded by a war-ship or pilot vessel, since from the time of making the signals all exemptions from the necessity of taking a pilot are cancelled. Captains and Masters of vessels are to carry out the instructions of the official who has come on board from the examination vessel and obey all signals.

If a shot is fired, where safety permits, the engines must immediately be stopped in the vicinity of the examination vessel. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule permission to enter by night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination and if there is no examination vessel stationed in the zee-gat they must anchor or lie off.

The coming into operation of such regulations at any particular zee-gat or harbour will not be announced beforehand.

*Publications.*—Eastern Archipelago Pilot, Part II, 1913, page 15.

Eastern Archipelago Pilot, Part III, 1911, page 9.

China Sea Pilot, Vol. I, 1916, page 35.

China Sea Pilot, Vol. II, 1915, page 13.

Pacific Islands Pilot, Vol I, 1908, page 12.

*Authority.*—Hague Notice No. 150 (Miscellaneous) of 1920. (H. 5105-20.)

### KOREA.

*Quelpart Island (Saishu To)*—Obstruction reported northward of.

*No. 273 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1920), are republished:—

*Position (approximate).*—At a distance of about 9 miles north-eastward from North city lighthouse.

Lat.  $33^{\circ} 35' 30''$  N., long.  $126^{\circ} 42' 45''$  E., on chart No. 3365.

*Details.*—A vessel struck a submerged obstruction in approximately the above position, and a depth of  $4\frac{1}{2}$  fathoms was reported.

*Note.*—The above depth is to be inserted on the charts and marked "P. A." with the year date "(1919)."

*Charts affected.*—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago—southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 2347, Honshū, Kiusiu, and Shikoku, &c.

„ 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—China Sea Pilot, Vol. V, 1912, page 660.

E. C. Korea, &c., Pilot, 1913, page 36.

*Authority.*—U. S. A. Hyd. Office Notice No. 1969 of 1920. (H. 4842-20.)

### JAPAN—HONSHŪ, SENDAI BAY.

*Jizo Jima*—Light established.

*No. 274 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1263 of 1920), are republished:—

*Position.*—On islet known as Jizo jima situated one cable,  $97^{\circ}$ , from the southern extremity of Umahanashi sima.

Lat.  $38^{\circ} 20'$  N., long.  $141^{\circ} 05\frac{1}{2}'$  E.

*Abridged description.*—Lt. Fl., Red, ev. 3 sec., vis. 8 m. (U)

*Characteristics:*

*Character.*—Flashing red every three seconds.

*Elevation.*—67 feet.

*Visibility.*—8 miles.

*Power.*—Under 100 candles.

*Structure.*—White octagonal stone tower, 35 feet in height.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 806, Sandai bay to Miyako bay, with inset.  
 „ 3334, Tokyo to Sendai bay.  
 „ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

*Publications.*—List of Lights, Part VI, 1920, No. 2069b.  
 Japan Pilot, 1914, page 234.

*Authority.*—Department of Communications, Tokyo, Notice No. 736 of 1920. (H. 4799-20.)

#### AUSTRALIA—EAST COAST.

*South Solitary Island light—Signal Station to be discontinued.*

*No. 275 (third publication).—*

*Subject.*—The Signal Station at South Solitary Island Light will be discontinued on and after 1st September 1920.

*Position.*—On summit of South Solitary Island.

Lat.  $30^{\circ} 12' S.$ , long.  $153^{\circ} 17' E.$  on Chart No. 1027.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1026, The Solitary Islands and Adjacent Coast.  
 „ 1027, Coffs Islands to Evans Head.  
 „ 3622, Port Jackson to Cape Byron.  
 „ 2759b, Australia, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2580, Australia Pilot, Vol. III, 1916, page 81.

Sailing Directions for the Coast of New South Wales, second Edition, 1920, pages 87 and 111.

*Authority.*—Melbourne Notice No. 19 of 1920.

#### BISMARCK ARCHIPELAGO—NEW BRITAIN.

*Rabaul—Information with regard to lighting, etc.*

*No. 276 (third publication).—*

*Subject.*—The following information has been received from the Administrator, Rabaul:—

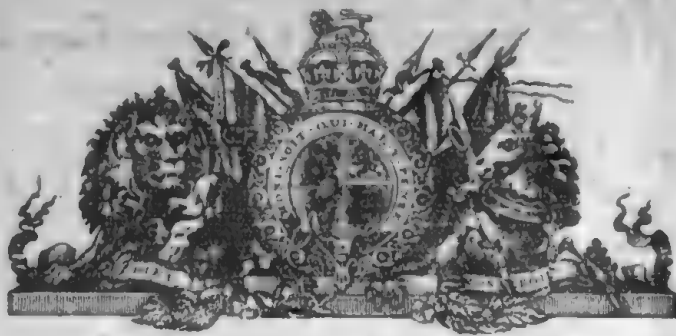
“The temporary light formerly shown from Matupi Point has been discontinued, and the shoal lying east of Dawapia Point, known as the Beehive, is marked by a beacon with a black shape, from which no light is exhibited.”

*Chart affected.*—No. 524, Plan of Blanche Bay.

*Publication.*—Pacific Islands, Vol. I, Fourth Edition, 1908, pages 368 and 370.

*Authority.*—Melbourne Notice No. 20 of 1920.

W. K. THYNE, COMDR., R.I.M.,  
 Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, OCTOBER 13, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 4th October 1920.

#### JAPAN, INLAND SEA—HARIMA NADA.

*Shika No Se—Wreck eastward of.*

*No. 285 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1312 of 1920), are republished :—

*Position (approximate).*—At a distance of about three-quarters of a mile eastward from the eastern end of Shika no se.

Lat.  $34^{\circ} 35' 20''$  N., long.  $134^{\circ} 51' 00''$  E.

*Description.*—Sunken wreck of a vessel with one mast showing about 20 feet above water.

*Charts affected.*—No. 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 112 of 1920. (*H. 5353/20.*)

#### JAPAN—GULF OF TOKYO.

*Shina-Gawa Wan—Alteration in Position of Wreck.*

*No. 286. (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1313 of 1920), are republished :—

*Former Notice.*—No. 2025 of 1919. (*This Office No. 9 of 1920.*)

*New position.*—At a distance of about 4 miles northward from Heneda su lighthouse, and 4 cables westward from former position.

Lat.  $35^{\circ} 35' 40''$  N., long.  $139^{\circ} 47' 13''$  E.

*Description.*—Wreck of the sailing vessel *Ainan Maru*.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

*Authority.*—Tokyo Notice No. 102 of 1920. (*H. 5350/20.*)



## PERSIAN GULF.

*Shatt al Arab—Amendments to Chart with regard to Buoyage and Beaconage.*

No. 287 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1315 of 1920), are republished :—

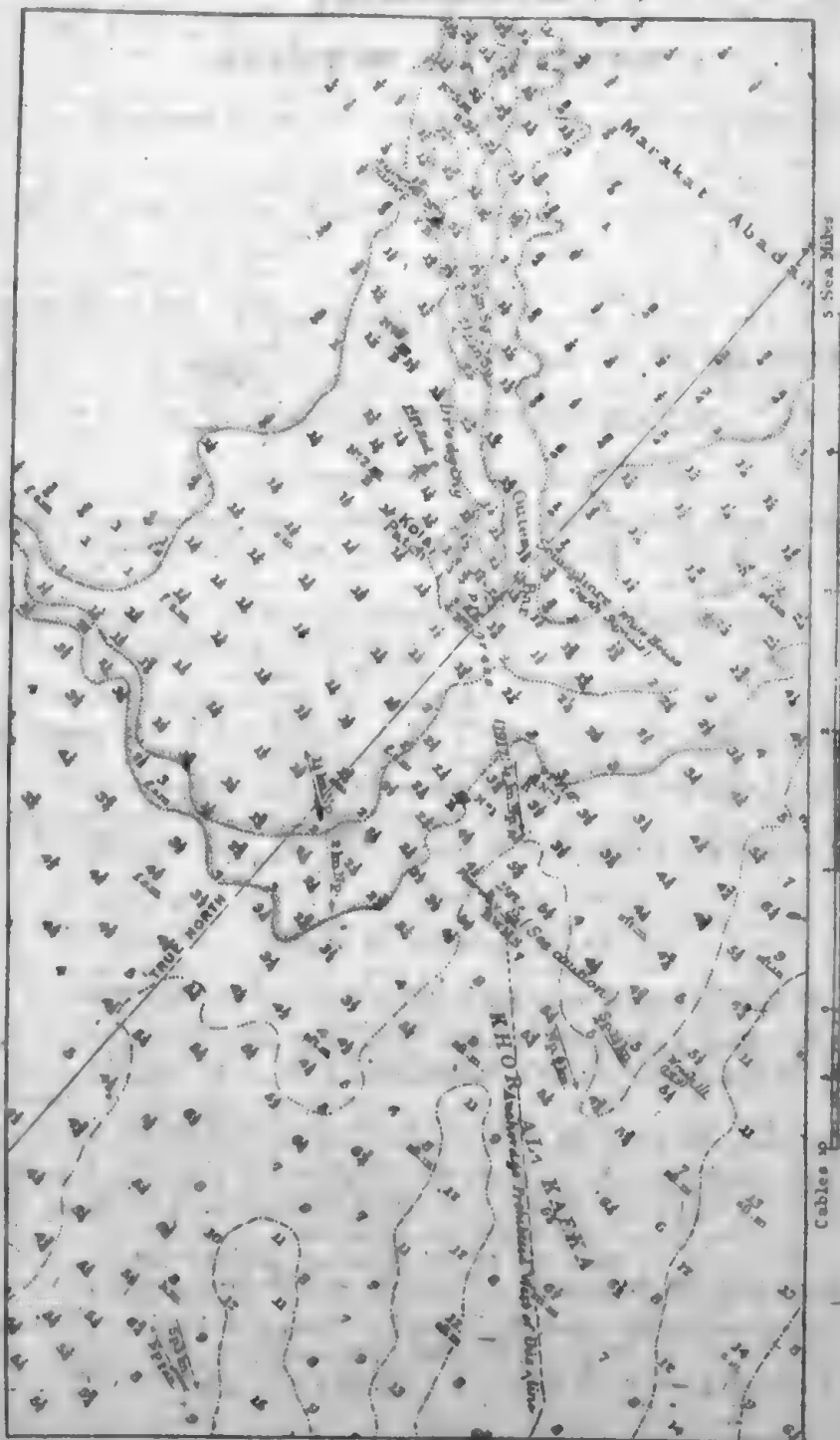
*Position.*—Shatt al Arab entrance fairway light-buoy, lat.  $29^{\circ} 48\frac{1}{2}'$  N., long.  $48^{\circ} 45'$  E.

*Details.*—Amendments to the chart with regard to buoyage and beaconage in Shatt al Arab, embodying the latest information, are shown on the accompanying reproductions of portions of chart No. 1235.

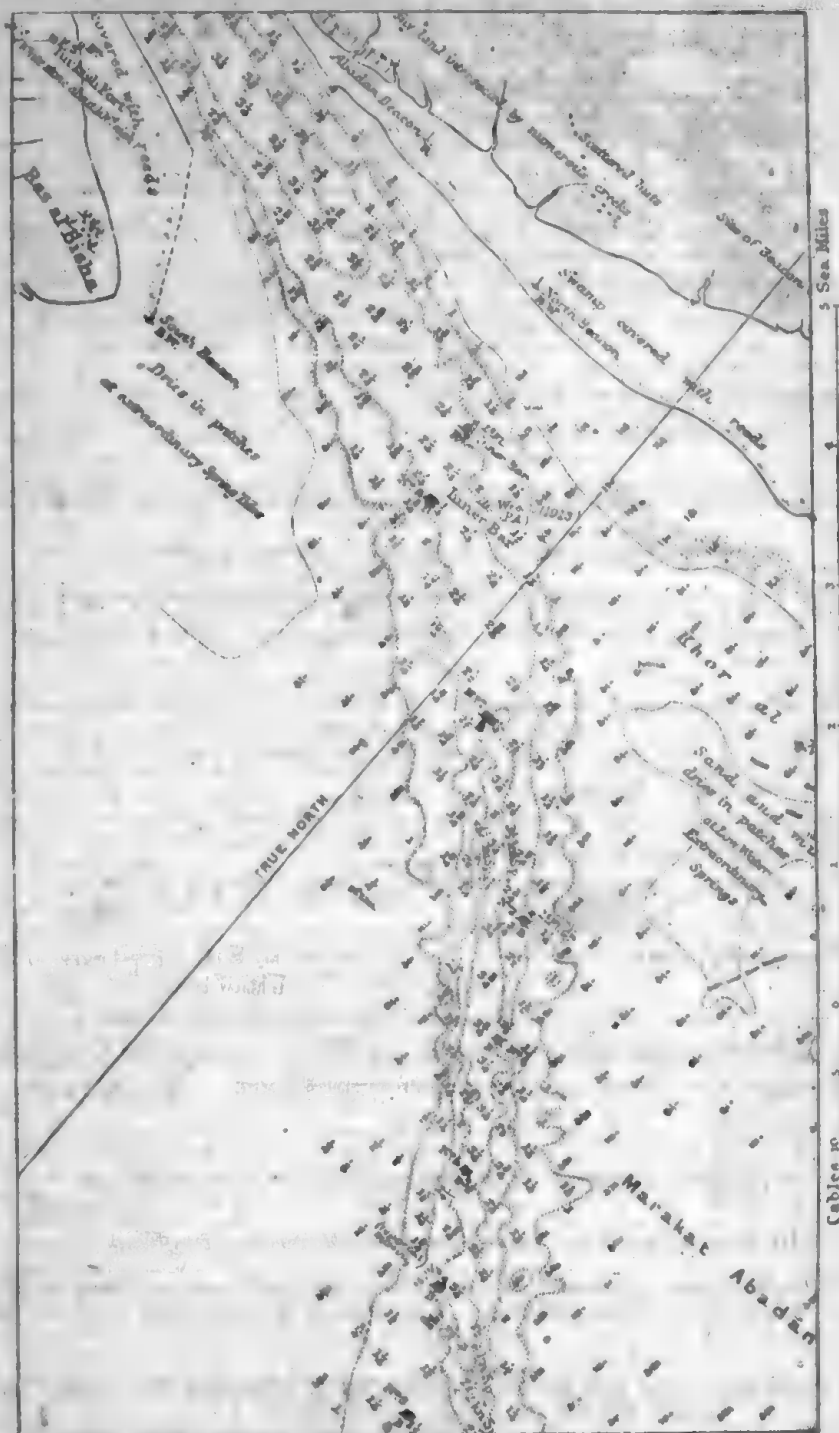
*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publication.*—Persian Gulf Pilot, 1915, pages 281, 282 ; Supplement No 5, 1920.

*Authority.*—Hydrographic Department and Bombay Notice No. 83M. of 1920. (H. 4987/20.)



Reproduction of Portion of Chart No. 1235.



Reproduction of Portion of Chart N°1235.

## JAPAN—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

- (1) *Manju Shima*—Wreck southward of.
- (2) *Kanabuse Se light*—Wreck eastward of.

No. 288 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1920), are republished:—

(1) **Manju Shima.**

*Position*.—At a distance of  $5\frac{1}{2}$  cables,  $159^{\circ}$ , from the summit of Manju shima.

Lat.  $33^{\circ} 59\frac{1}{2}'$  N., long.  $131^{\circ} 01\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a vessel, with two masts showing about 8 feet above water.

(2) **Kanabuse Se light.**

*Position (approximate).*—At a distance of  $2\frac{1}{2}$  cables,  $101^{\circ}$ , from Kanabuse se light-beacon.

Lat  $33^{\circ} 58\frac{1}{2}'$  N., long.  $130^{\circ} 59\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a sailing vessel, with three masts showing about 5 feet above water.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notices Nos. 124 and 139 of 1920. (H. 5357 & 5361/20.)

**EASTERN ARCHIPELAGO—CELEBES, GULF OF BONI.**

*Peneke Bay—Existence of Shoals.*

*No. 289 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1920), are republished :—

(a) *Position.*—At a distance of about  $7\frac{1}{2}$  miles southward from Tanjong Loko Loko.

Lat.  $3^{\circ} 51' 15''$  S., long.  $120^{\circ} 25' 35''$  E.

*Depth.*—4 fathoms.

(b) *Position.*—Lat.  $3^{\circ} 50' 10''$  S., long.  $120^{\circ} 28' 00''$  E.

*Depth.*—Less than 6 feet.

(c) *Position.*—Lat.  $3^{\circ} 49' 10''$  S., long.  $120^{\circ} 27' 45''$  E.

*Depth.*—Less than 6 feet.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern Archipelago—sheet 3.

„ 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 462.

*Authority.*—Netherlands Government Chart. (H. 5143/20.)

**CHINA—KWANG TUNG PENINSULA, DAIREN WAN.**

*South San Shan Tau Lighthouse—Alteration in Fog-Signal.*

*No. 290 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1331 of 1920), are republished :—

*Position.*—Near the southern extremity of South San shan Tau.

Lat.  $38^{\circ} 52'$  N., long.  $121^{\circ} 49\frac{1}{2}'$  E.

*Alteration.*—The fog-gun has been discontinued and replaced by a siren sounding one blast every thirty-four seconds, thus :

Blast,	silent interval,
4 sec.	30 sec.

*Remarks.*—The note “(Occasl)” against this fog-signal is to be expunged from the charts.

*Charts affected.*—No. 3694, Dairen wan.

„ 1798, Kincbau to Terminal head.

„ 1262, Hongkong to Gulf of Liau-tung.

„ 1256, Gulfs of Pe chili and Liau-tung.

*Publications.*—List of Lights, Part VI, 1920, No. 1684.

China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 4, 1919.

*Authority.*—Tokyo, Department of Communications, Notice No. 959 of 1920. (H. 5374-20.)

## EASTERN ARCHIPELAGO—NEW GUINEA.

*Geelvink Bay and Approach—Existence of Shoals and Rock; Decreased Depth on Shoal.*

No. 291 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1336 of 1920), are republished:—

## (1) Existence of shoals:

(a) *Position*.—Lat.  $1^{\circ} 54' 25''$  S., long.  $134^{\circ} 47' 50''$  E.  
*Depth*.—5 fathoms.

(b) *Position*.—Lat.  $2^{\circ} 32' 00''$  S., long.  $134^{\circ} 49' 50''$  E.  
*Depth*.—2 fathoms.

(c) *Position*.—Lat.  $2^{\circ} 44' 20''$  S., long.  $134^{\circ} 23' 40''$  E.  
*Depth*.— $1\frac{1}{4}$  fathoms.

(d) *Position*.—Lat.  $2^{\circ} 54' 09''$  S., long.  $135^{\circ} 01' 30''$  E.  
*Depth*.—Less than 6 feet.

*Note*.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(e) *Position*.—Lat.  $2^{\circ} 56' 10''$  S., long.  $135^{\circ} 01' 30''$  E.  
*Depth*.—Less than 6 feet.

*Note*.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(f) *Position*.—Lat.  $2^{\circ} 10' 15''$  S., long.  $136^{\circ} 31' 50''$  E.  
*Depth*.— $3\frac{1}{4}$  fathoms.

## (2) Existence of rock:

*Position*.—Lat.  $2^{\circ} 46' 25''$  S., long.  $134^{\circ} 55' 25''$  E.

*Description*.—A rock which dries.

## (3) Decreased depth on shoal:

*Position*.—Lat.  $0^{\circ} 43' 20''$  S., long.  $135^{\circ} 11' 45''$  E.

*Details*.—There is a least depth of 4 fathoms on the shoal marked by discoloured water in the above position. This depth is to be substituted for the depth of 6 fathoms shown on chart No. 942b.

*Remarks*.—The above positions refer to chart No. 942b.

*Charts affected*.—No. 942b, Eastern archipelago—sheet 4.

„ 780, Pacific ocean—south-west sheet. (1f).

„ 2759a, Australia—northern portion.

*Publication*.—Pacific Islands Pilot, Vol. I, 1908, pages 232, 234 to 238; Supplement No. 3, 1917.

*Authority*.—Netherlands Government Chart. (H. 5265-20.)

## CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

*Singora Light—Alteration in Character.*

No. 292 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1341 of 1920), are republished:—

*Former Notice*.—No. 835 of 1920. (*This Office No. 186 of 1920.*)

*Position*.—On the summit of Pagoda hill.

Lat.  $7^{\circ} 12\frac{1}{4}'$  N., long.  $100^{\circ} 35\frac{1}{4}'$  E.

*New abridged description*.—Lt. Occ., ev. 30 sec., 352 ft., vis. 10 m.

*Alteration*.—The character of the light has been altered from fixed white to occulting white every thirty seconds, thus:

Light,	eclipse.
25 sec.	5 sec.

*Charts affected*.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

*Publications*.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

*Authority*.—Bangkok Notice No. 92 of 1920. (H. 5665-20.)

*The 30th September 1920.*

INDIA, WEST COAST—DELTA OF THE INDUS.

*Beacon at the Thursian Mouth.*

*No. 283 (second publication).—*The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920), are republished:—

*Former Notice.*—No. Gel.-585 of 1919 (*This Office No. 102 of 1919*).

*Subject.*—The Beacon is reported to have fallen.

*Position.*—Latitude  $24^{\circ} 3' 50''$  N.

Longitude  $67^{\circ} 22' 20''$  E.

*Charts temporarily affected.*—No. 118, Kidiwari mouth to Merani Creek.

No. 42, Coasts of Sind and Cutch.

*Publication.*—West Coast of India Pilot, 1919, page 330.

*Authority.*—Chief Collector of Customs in Sind.

BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar.*

*No. 284-I (second publication).—*

*Former Notice.*—No. 227-I of 1920.

*Subject.*—The removal of the mark "Disc above two battens" leading over the Outer Bar as referred to in the above Notice is one of the two Chudleigh's marks which are not shown on the Admiralty Chart No. 84 nor are they described in the Bay of Bengal Pilot, 1910. They are only listed in the publication "Table giving particulars of Buoys and Landmarks on coasts and in the rivers and harbours of Bengal."

*Authority.*—Port Officer, Chittagong, letter No. 1584, dated the 27th September 1920.

*The 20th September 1920.*

CHINA, EAST COAST.

*Kyau Chau Bay Entrance—Amended Description of Light-Buoys.*

*No. 277 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1293 of 1920), are republished:—

*Former Notice.*—No. 158 of 1920 (*This office No. 66 of 1920*).

(1) No. 6 light buoy:

*Position.*—At a distance of about  $2\frac{1}{2}$  cables north-westward from Horse Shoe rock light-beacon.

Lat.  $36^{\circ} 04\frac{1}{2}'$  N., long.  $120^{\circ} 17'$  E.

*Description.*—A light-buoy painted red, exhibiting a *flashing white light every three seconds*.

*Note.*—This light-buoy is not fitted with a bell, as stated in the former Notice.

## (2) No. 8 light-buoy:

*Position.*—At a distance of about 3½ cables south eastward from Yu-nui-san lighthouse.

Lat.  $36^{\circ} 02\frac{1}{2}'$  N., long.  $120^{\circ} 17'$  E.

*Description.*—A light-buoy painted red, exhibiting a *flashing white light every three seconds*.

*Note.*—This light-buoy is not fitted with a whistle as stated in the former Notice.

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay. (2).

*Publication.*—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

*Authority.*—Japanese Hydrographer. (H. 5108-19.)

## NEW ZEALAND—SOUTH ISLAND.

## Otago Harbour—Alteration in Lights.

No. 278 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1294 of 1920), are republished:—

## (1) Light established:

*Position (approximate).*—Near the Maori Kaike dairy, at a distance of 5 cables and 95 yards,  $186^{\circ}$  from No. 2 red beacon.

Lat.  $45^{\circ} 48\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. Fl., ev. sec. (posn. approx.).

## Characteristics:

*Character.*—*Flashing white every second.*

*Structure.*—Rectangular beacon painted in black and white horizontal stripes.

*Remarks.*—The light is unwatched.

## (2) Alteration in character of light:

*Position.*—On No. 2 red beacon.

*New abridged description.*—Lt. Fl., ev. 2 sec. (U).

*Alteration.*—The character of the light has been altered from fixed red to *flashing white every two seconds*.

*Remarks.*—This light in line with the light described above in (1), bearing  $186^{\circ}$ , leads clear of the end of the mole at the harbour entrance.

*Note.*—The above leading line is to be inserted on the chart with the note "*Lights in line (S.  $13^{\circ}$  E.)*."

## (3) Amended position of rear leading light:

*Position.*—At a distance of about 75 yards westward from former position, and 10 cables and 170 yards,  $179^{\circ}$ , from Harrington point front leading light.

*Description.*—A fixed white light as described in the Admiralty List of Lights.

*Remarks.*—The leading line is to be amended on the chart, and the note altered to read "*Beacons or Lights in line (S.  $20^{\circ}$  E.)*."

*Variation.*— $19^{\circ}$  E.

*Chart affected.*—No. 2411, Otago harbour, with plan.

*Publications.*—List of Lights, Part VI, 1920, Nos. 3043, 3044, 3045.

New Zealand Pilot, 1919, page 362.

*Authority.*—Wellington Notice No. 12 of 1920. (H. 4435-20.)



PHILIPPINE ISLANDS—TIKAO ISLAND.

*San Miguel Island—Existence of Shoal north-westward of; Decreased Depth on Shoal south-eastward of.*

No. 279 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1295 of 1920), are republished:—

1. Existence of shoal:

*Position.*—At a distance of about a quarter of a mile north-westward from San Miguel island lighthouse.

Lat.  $12^{\circ} 43' 04''$  N., long.  $123^{\circ} 34' 55''$  E., on chart No. 3369.

*Depth.*—7 fathoms (rock).

2. Decreased depth on shoal:

*Position.*—Lat.  $12^{\circ} 42' 30''$  N., long.  $123^{\circ} 36' 36''$  E.

*Depth.*—4 fathoms (sand and coral).

*Remarks.*—The above depth is to be substituted for the depth of 5 fathoms shown on the charts in this position.

*Charts affected.*—No. 3369, Luzon island to Masbate island.

„ 3368, Batan island to San Bernardino island, &c.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 488.

*Authority.*—U. S. A. Government Chart. (H. 4848 & 4950-20.)

AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)—Amended Position of Rock Southward of; Shoal to be reinserted on Charts.*

No. 280 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1296 of 1920), are republished:—

*Former Notice.*—No. 1078 of 1920. (This office No. 246 of 1920.)

• (1) Rock:

*Position.*—At a distance of about  $1\frac{1}{4}$  miles southward from Montagu island lighthouse, and half a mile north-westward from charted position.

Lat.  $36^{\circ} 16' 40''$  S., long.  $150^{\circ} 13' 54''$  E.

*Depth.*—3 fathoms.

*Description.*—A pinnacle rock.

(2) Shoal:

*Position.*—At a distance of about  $1\frac{1}{4}$  miles south-eastward from Montagu island light-house.

Lat.  $36^{\circ} 16' 30''$  S., long.  $150^{\circ} 15' 30''$  E.

*Depth.*—2 $\frac{1}{2}$  fathoms (P. D.).

*Remarks.*—The 2 $\frac{1}{2}$ -fathom shoal marked “(P. D.),” which was expunged from the charts by the former Notice quoted above, is to be reinserted on the charts in the above position.

*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, page 448.

*Authority.*—Department of Navigation, Sydney. (H. 4121-20.)

INDIA, WEST COAST—MANDOVI RIVER.

*"Campal" Lighthouse—Alteration in Position.*

*No. 281 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1920), are republished:—

*Details.*—The position of the Front Leading Lighthouse "Campal" exhibiting a red fixed light from the South side of the Mandovi River at the entrance of Port of Panjim has been shifted 33 feet to the East from its former position.

*Position.*—Lat. 15° 29½' N.  
Long. 73° 49½' E.

*Publication.*—A white iron quadrangular pyramid, in line with the Malim Lighthouse.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publications.*—West Coast of India, Pilot, 1919, page 184.

List of Lights, Part VI, 1920, No. 427.

Indian List of Lights in press.

*Authority.*—Captain of the Port, Nova Goa, dated 24th August 1920.

INDIA—WEST COAST.

*Goa-Mandovi River Entrance—Annual re-exhibition of leading lights.*

*No. 282 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1920), are republished:—

*Former notice.*—No. 84-M of 1920. (*This office No. 173 of 1920.*)

*Details.*—The Captain of the Ports for Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verem and Marca Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-west Monsoon, were re-exhibited on the 16th August 1920.

His Britannic Majesty's Consul for Goa, dated 24th August 1920.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, OCTOBER 20, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

O. B. BAYLEY,  
*J. y. Secy. to the Govt. of Bengal.*

CALCUTTA, the 11th October 1920.

#### CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel—Correction to certain charts with regard to light-buoy.*

**No. 293 (first publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1920), are republished :—

**Former Notice.**—No. 1102 of 1920. (*This office No. 250 of 1920.*)

**Position.**—At a distance of about 1½ miles south-westward from Liu chiao beacon.

Lat. 31° 29' N., long. 121° 40½' E.

**Details.**—Information has been received that the light-buoy with occulting white light, which was expunged from the above position on chart No. 1199 in accordance with the last paragraph of the former Notice, is still shown on some copies of the charts quoted below; these charts are also to be corrected in a similar manner.

**Charts affected.**—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

**Authority.**—Hydrographic Department. (*H. 5729-20.*)

BAY OF BENGAL—MERGUI ARCHIPELAGO.

*Auriol Island—Shoal reported south-eastward of.*

No. 294 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1920), are re-published:—

*Position (approximate).*—At a distance of about 6 miles south-eastward from Auriol island.

Lat.  $9^{\circ} 35' 15''$  N., long.  $98^{\circ} 11' 10''$  E.

*Depth.*—3 fathoms.

*Remarks.*—The shoal appeared to cover an area about one mile in extent.

*Note.*—The note "P.D." is to be inserted on the charts against this shoal.

*Charts affected.*—No. 216b, Sayer islands to Loughborough island.

" 830, Bassein river to Pulo Penang.

" 70, Bay of Bengal.

*Publication.*—Bay of Bengal Pilot, 1910, page 548.

*Authority.*—Bangkok Notice No. 93 of 1920. (H. 5666-20.)

CHINA SEA.

*Formosa—Breakers reported south-westward of.*

No. 295 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1920), are re-published:—

*Position.*—At a distance of about 120 miles south-westward from the southern end of Formosa.

Lat.  $20^{\circ} 25'$  N., long.  $119^{\circ} 23'$  E.

*Details.*—The SS. *City of Norwich* reported sighting heavy breakers, apparently indicating the existence of a reef about 6 miles in extent, in approximately the position given above.

*Note.*—A note "Breakers reported (1920)" surrounded by a danger line is to be inserted on the charts in this locality.

*Charts affected.*—No. 2454, Northern portion of the Island of Luzon.

" 2661b, China sea, northern portion—eastern sheet.

" 1263, China sea.

" 2683, Pacific ocean.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 198.

*Authority.*—Commander-in-Chief, China Station. (H. 5396-20.)

CHINA SEA—GULF OF SIAM.

*Bangkok River approach—Wreck, marked by wreck-marking vessel.*

No. 296 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1366 of 1920), are re-published:—

(a) Wreck:

*Position.*—At a distance of about 2½ cables northward from the Outer bar light-vessel, and 10½ cables,  $137^{\circ}$ , from the charted position of Regent light.

Lat.  $13^{\circ} 28'$  N., long.  $100^{\circ} 34\frac{1}{2}'$  E.

*Description.*—Sunken wreck of steamboat.

## (b) Wreck-marking vessel;

*Position.*—At a distance of about 25 yards south-westward from the wreck.

*Description.*—A wreck-marking vessel with two masts, flying the signal "F.U." (International Code) by day, and exhibiting a red light at the yardarm, in addition to her anchor light, by night.

*Chart affected.*—No. 999, Menam Chau fya or Bangkok river.

*Authority.*—Bangkok Notices Nos. 63 and 65 of 1920. (H. 5664-20.)

## NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

*Channel Rocks—Light-vessel established.*

*No. 297 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1367 of 1920), are republished:—

*Position.*—On the north-eastern edge of the Channel rocks, and at a distance of  $1\frac{1}{2}$  cables,  $233^{\circ}$ , from the light-beacon on Tewaewae point.

Lat.  $46^{\circ} 36\frac{1}{2}'$  S., long.  $168^{\circ} 21\frac{1}{2}'$  E.

*Characteristics:**Light:*

*Abridged description.*—Lt. Occ, ev. 8 sec.

*Character.*—Occulting white every eight seconds, thus:

Light,	eclipse,
5 sec.	3 sec.

*Remarks.*—Further details are not stated.

*Charts affected.*—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3056.

New Zealand Pilot, 1919, page 466.

*Authority.*—Wellington Notice No. 33 of 1920. (H. 5274-20.)

## NEW ZEALAND, SOUTH ISLAND—PORT LYTTELTON ENTRANCE.

*Godley Head—Fog signal unreliable.*

*No. 298 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1368 of 1920), are republished:—

*Position.*—Lat  $43^{\circ} 35\frac{1}{2}'$  S., long.  $172^{\circ} 48\frac{1}{2}'$  E.

*Details.*—The explosive fog-signal in the above position is unreliable, and a note to this effect, with the year date 1920, is to be inserted against it on the charts.

*Charts affected.*—No. 1999, Ports Lyttelton and Levy and Pigeon bay.

„ 2529, Cape Campbell to Banks peninsula.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

*Publications.*—List of Lights, Part VI, 1920, No. 3012.

New Zealand Pilot, 1919, page 337.

*Authority.*—Wellington Notice No. 20 of 1920. (H. 4587-20.)

## INDIA—WEST COAST.

*Malvan Bay—Red light-boat—Replaced on station.*

*No. 299 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 135M. of 1920), are republished:—

*Former Notice No. 87-M of 1920. (This Office No. 176 of 1920.)*

*Position approximate.*—Lat.  $16^{\circ} 02' 55''$  N.

Long.  $73^{\circ} 27' 45''$  E.

*Details.*—The red light-boat, exhibiting a red fixed light, on the south-eastward of the rock, marked by a perch, which was removed for the south-west monsoon, was replaced on her station on the 8th September 1920.

The characteristics are the same as described in the Admiralty List of Lights.

*Charts affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

*Publications.*—West Coast of India Pilot, 1919, page 192.

List of Lights, Part VI, 1920, No. 416.

Indian List of Lights in press.

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 14th September 1920.

## INDIA—WEST COAST.

## NOVA GOA.

*Mandavi River bar—Depth of water.*

*No. 300 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 137M, of 1920), are republished:—

*Former Notice No. 128M of 1920. (This Office No. 281 of 1920.)*

*Position.*—Lat.  $15^{\circ} 29'$  N.

Long.  $73^{\circ} 48'$  E.

*Details.*—Further information has been received that the “Campal Light-house” when now in line with the “Malim Light-house” leads over the bar with a depth of one foot more than before.

The soundings taken on the 13th September 1920, at the bar of the Mandavi River, over the leading line of the above-mentioned two marks, and to the south of this line, reveals a least depth of 16 feet at the high water springs.

In the south-west monsoon, owing to the heavy swell, the breakers sometimes extends across the channel, and river is inaccessible for ferry boats.

*Remarks.*—Further notice will be given when the bar has been re-surveyed.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publication.*—West Coast of India Pilot, 1919, page 184.

*Authority.*—Captain of Port, Nova Goa, dated 13th September 1920.



*The 4th October 1920.*

JAPAN, INLAND SEA—HARIMA NADA.

*Shika No Se—Wreck eastward of.*

*No. 285 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1312 of 1920), are republished :—

*Position (approximate).*—At a distance of about three-quarters of a mile eastward from the eastern end of Shika no se.

Lat.  $34^{\circ} 35' 20''$  N., long.  $134^{\circ} 51' 00''$  E.

*Description.*—Sunken wreck of a vessel with one mast showing about 20 feet above water.

*Charts affected.*—No. 3566, Izumi nada and Harima nada.  
„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 112 of 1920. (*H. 5353/20.*)

JAPAN—GULF OF TOKYO.

*Shina-Gawa Wan—Alteration in Position of Wreck.*

*No. 286 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1313 of 1920), are republished :—

*Former Notice.*—No. 2025 of 1919. (*This Office No. 9 of 1920.*)

*New position.*—At a distance of about 4 miles northward from Heneda su lighthouse, and 4 cables westward from former position.

Lat.  $35^{\circ} 35' 40''$  N., long.  $139^{\circ} 47' 13''$  E.

*Description.*—Wreck of the sailing vessel *Ainan Maru*.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.  
„ 3334, Tokyo to Sendai bay.

*Authority.*—Tokyo Notice No. 102 of 1920. (*H. 5350/20.*)

PERSIAN GULF.

*Shatt al Arab—Amendments to Chart with regard to Buoyage and Beaconage.*

*No. 287 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1315 of 1920), are republished :—

*Position.*—Shatt al Arab entrance fairway light-buoy, lat.  $29^{\circ} 48\frac{1}{2}'$  N., long.  $48^{\circ} 45'$  E.

*Details.*—Amendments to the chart with regard to buoyage and beaconage in Shatt al Arab, embodying the latest information, are shown on the accompanying reproductions of portions of chart No. 1235.

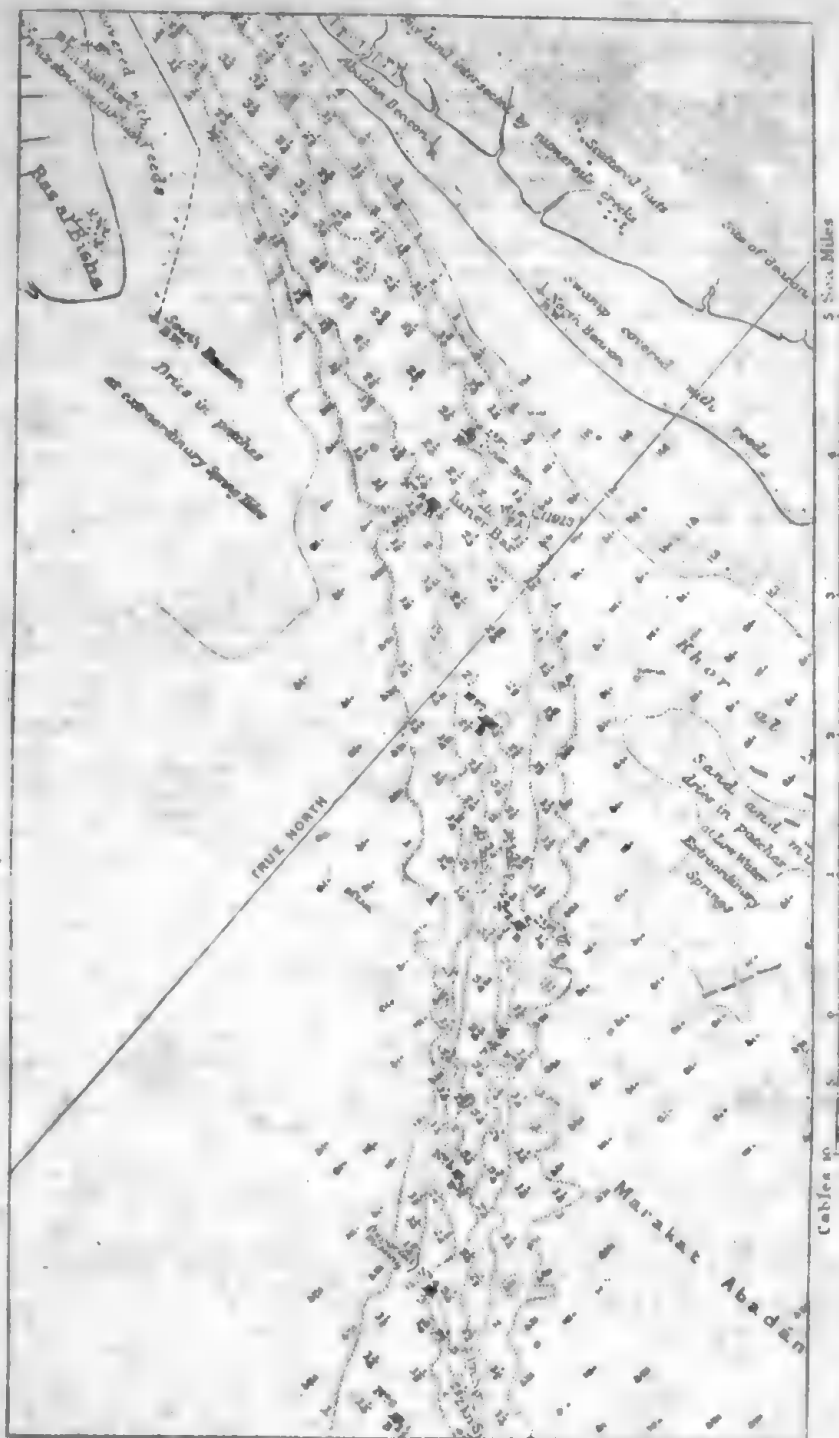
*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publication.*—Persian Gulf Pilot, 1915, pages 281, 282; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department and Bombay Notice No. 83M. of 1920. (H. 4987/20.)



Reproduction of Portion of Chart No. 1235.



Reproduction of Portion of Chart No. 1235.

JAPAN—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

- (1) *Manju Shima*—Wreck southward of.
- (2) *Kanabuse Se light*—Wreck eastward of.

No. 288 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1920), are republished :—

(1) **Manju Shima.**

*Position.*—At a distance of  $5\frac{1}{2}$  cables,  $159^{\circ}$ , from the summit of *Manju shima*.

Lat.  $33^{\circ} 59\frac{1}{4}'$  N., long.  $131^{\circ} 01\frac{1}{4}'$  E.

*Description.*—Sunken wreck of a vessel, with two masts showing about 8 feet above water.

**(2) Kanabuse Se light.**

*Position (approximate).*—At a distance of  $2\frac{1}{2}$  cables,  $101^{\circ}$ , from Kanabuse se light-beacon.

Lat  $33^{\circ} 58\frac{1}{2}'$  N., long.  $130^{\circ} 59\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a sailing vessel, with three masts showing about 5 feet above water.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notices Nos. 124 and 139 of 1920. (H. 5357 & 5361/20.)

**EASTERN ARCHIPELAGO—CELEBES, GULF OF BONI.**

*Peneke Bay—Existence of Shoals.*

*No. 289 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1920), are republished :—

(a) *Position.*—At a distance of about  $7\frac{1}{2}$  miles, southward from Tanjong Loko Loko.

Lat.  $3^{\circ} 51' 15''$  S., long.  $120^{\circ} 25' 35''$  E.

*Depth.*—4 fathoms.

(b) *Position.*—Lat.  $3^{\circ} 50' 10''$  S., long.  $120^{\circ} 28' 00''$  E.

*Depth.*—Less than 6 feet.

(c) *Position.*—Lat.  $3^{\circ} 49' 10''$  S., long.  $120^{\circ} 27' 45''$  E.

*Depth.*—Less than 6 feet.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern Archipelago—sheet 3.

„ 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 462.

*Authority.*—Netherlands Government Chart. (H. 5143/20.)

**CHINA—KWANG TUNG PENINSULA, DAIREN WAN.**

*South San Shan Tau Lighthouse—Alteration in Fog-Signal.*

*No. 290 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1331 of 1920), are republished :—

*Position.*—Near the southern extremity of South San shan Tau.

Lat.  $38^{\circ} 52'$  N., long.  $121^{\circ} 49\frac{1}{2}'$  E.

*Alteration.*—The fog-gun has been discontinued and replaced by a siren sounding one blast every thirty-four seconds, thus :

<u>Blast,</u>	<u>silent interval,</u>
4 sec.	30 sec.

*Remarks.*—The note “(Occas)” against this fog-signal is to be expunged from the charts.

*Charts affected.*—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

„ 1262, Hongkong to Gulf of Liau-tung.

„ 1256, Gulfs of Pe chili and Liau-tung.

*Publications.*—List of Lights, Part VI, 1920, No. 1684.

China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 4, 1919.

*Authority.*—Tokyo, Department of Communications, Notice No. 959 of 1920. (H. 5374-20.)

## EASTERN ARCHIPELAGO—NEW GUINEA.

*Geelvink Bay and Approach—Existence of Shoals and Rock; Decreased Depth on Shoal.*

No. 291 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1336 of 1920), are republished:—

## (1) Existence of shoals:

(a) *Position*.—Lat.  $1^{\circ} 54' 25''$  S., long.  $134^{\circ} 47' 50''$  E.  
*Depth*.—5 fathoms.

(b) *Position*.—Lat.  $2^{\circ} 32' 00''$  S., long.  $134^{\circ} 49' 50''$  E.  
*Depth*.—2 fathoms.

(c) *Position*.—Lat.  $2^{\circ} 44' 20''$  S., long.  $134^{\circ} 23' 40''$  E.  
*Depth*.— $1\frac{1}{4}$  fathoms.

(d) *Position*.—Lat.  $2^{\circ} 54' 00''$  S., long.  $135^{\circ} 01' 30''$  E.  
*Depth*.—Less than 6 feet.

*Note*.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(e) *Position*.—Lat.  $2^{\circ} 56' 10''$  S., long.  $135^{\circ} 01' 30''$  E.  
*Depth*.—Less than 6 feet.

*Note*.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(f) *Position*.—Lat.  $2^{\circ} 10' 15''$  S., long.  $136^{\circ} 31' 50''$  E.  
*Depth*.— $3\frac{1}{4}$  fathoms.

## (2) Existence of rock:

*Position*.—Lat.  $2^{\circ} 46' 25''$  S., long.  $134^{\circ} 55' 25''$  E.

*Description*.—A rock which dries.

## (3) Decreased depth on shoal:

*Position*.—Lat.  $0^{\circ} 43' 20''$  S., long.  $135^{\circ} 11' 45''$  E.

*Details*.—There is a least depth of 4 fathoms on the shoal marked by discoloured water in the above position. This depth is to be substituted for the depth of 6 fathoms shown on chart No. 942b.

*Remarks*.—The above positions refer to chart No. 942b.

*Charts affected*.—No. 942b, Eastern archipelago—sheet 4.

„ 780, Pacific ocean—south-west sheet. (1f)

„ 2759a, Australia—northern portion.

*Publication*.—Pacific Islands Pilot, Vol. I, 1908, pages 232, 234 to 238; Supplement No. 3, 1917.

*Authority*.—Netherlands Government Chart. (H. 5265-20.)

## CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

*Singora Light—Alteration in Character.*

No. 292 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1341 of 1920), are republished:—

*Former Notice*.—No. 835 of 1920. (This Office No. 186 of 1920.)

*Position*.—On the summit of Pagoda hill.

Lat.  $7^{\circ} 12\frac{1}{4}'$  N., long.  $100^{\circ} 35\frac{1}{4}'$  E.

*New abridged description*.—Lt. Occ., ev. 30 sec., 352 ft., vis. 10 m.

*Alteration*.—The character of the light has been altered from fixed white to occulting white every thirty seconds, thus:

Light,	eclipse.
25 sec.	5 sec.

*Charts affected*.—No. 998, Pulo Kapas to Lakon roads, with plan.  
„ 2414, Gulf of Siam.

*Publications*.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

*Authority*.—Bangkok Notice No. 92 of 1920. (H. 5665-20.)

*The 30th September 1920.*

INDIA, WEST COAST—DELTA OF THE INDUS.

*Beacon at the Thursian Mouth.*

*No. 283 (third publication).*—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920), are republished :—

*Former Notice.*—No. Gel.-585 of 1919 (*This Office No. 102 of 1919*).

*Subject.*—The Beacon is reported to have fallen.

*Position.*—Latitude  $24^{\circ} 3' 50''$  N.

Longitude  $67^{\circ} 22' 20''$  E.

*Charts temporarily affected.*—No. 118. Kidiwari mouth to Merani Creek.

No. 42, Coasts of Sind and Cutch.

*Publication.*—West Coast of India Pilot, 1919, page 330.

*Authority.*—Chief Collector of Customs in Sind.

BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar.*

*No. 284-1 (third publication).*—

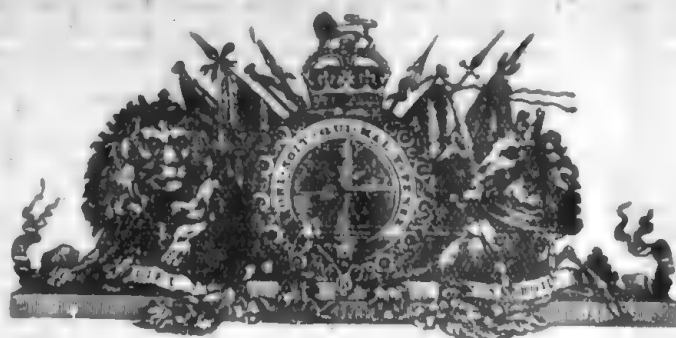
*Former Notice.*—No. 227-1 of 1920.

*Subject.*—The removal of the mark "Disc above two battens" leading over the Outer Bar as referred to in the above Notice is one of the two Chudleigh's marks which are not shown on the Admiralty Chart No. 84 nor are they described in the Bay of Bengal Pilot, 1910. They are only listed in the publication "Table giving particulars of Buoys and Landmarks on coasts and in the rivers and harbours of Bengal."

*Authority.*—Port Officer, Chittagong, letter No. 1584, dated the 27th September 1920.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.





# The Calcutta Gazette

WEDNESDAY, OCTOBER 27, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 16th October 1920.

### CHINA, EAST COAST—YANG TSE KIANG.

#### *Wusung River Entrance—Light-Buoy established.*

*No. 301 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1388 of 1920), are republished:—

*Position.*—At a distance of 11 cables,  $190^{\circ}$ , from Wusung lighthouse.  
Lat.  $31^{\circ} 22\frac{1}{2}'$  N., long.  $121^{\circ} 29\frac{1}{2}'$  E.

*Description.*—A black can light-buoy named "Wusung creek buoy," exhibiting an *occulting white light every eight seconds*, thus:

Light,	eclipse.
4 sec.	4 sec.

*Charts affected.*—No. 1601, Wusung river or Hwang pu, with plan.  
,, 3585, Approaches to the Wusung river.

*Publication.*—China Sea Pilot, Vol. V., 1912, page 391.

*Authority.*—Shanghai Notice No. 569 of 1920. (*H. 5958-20.*)

RED SEA—EASTERN SHORE.

KAMARAN PASSAGE—RAS-EL-BAYADH.

*Description of beacon erected.*

No. 302 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 141M. of 1920), are republished :—

*Former Notice* No. 39-M. of 1920. (*This office No. 113 of 1920.*)

*Position.*—At a distance of about  $7\frac{1}{10}$  cables  $135^{\circ}$  from the beacon on the Telegraph hut on Ras-el-Bayadh.

Lat.  $15^{\circ} 14' 48''$  N. } Approx.  
Long.  $42^{\circ} 35' 35''$  E. }

*Details.*—The Port Officer, Aden, reports that the new beacon on the summit of 25 feet Coral Mound, South-eastward of Ras-el-Bayadh, has now been completely erected.

*Description.*—A square masonry pillar, 20 feet high, painted in four alternate bands of black and white, each band being 5 feet in depth, the top one being black.

*Charts affected.*—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication.*—Red Sea and Gulf of Aden Pilot, page 362.

*Authority.*—The Surveyor in Charge, Marine Survey of India.

The 11th October 1920.

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel*—Correction to certain charts with regard to light-buoy.

No. 293 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1920), are republished :—

*Former Notice.*—No. 1102 of 1920. (*This office No. 250 of 1920.*)

*Position.*—At a distance of about  $1\frac{1}{2}$  miles south-westward from Liu chiao beacon.

Lat.  $31^{\circ} 29'$  N., long.  $121^{\circ} 40\frac{1}{4}'$  E.

*Details.*—Information has been received that the light-buoy with occulting white light, which was expunged from the above position on chart No. 1199 in accordance with the last paragraph of the former Notice, is still shown on some copies of the charts quoted below; these charts are also to be corrected in a similar manner.

*Charts affected.*—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

*Authority.*—Hydrographic Department. (H. 5729-20.)

## BAY OF BENGAL—MERGUI ARCHIPELAGO.

*Auriol Island—Shoal reported south-eastward of.*

*No. 294 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1920), are re-published:—

*Position (approximate).*—At a distance of about 6 miles south-eastward from Auriol island.

Lat.  $9^{\circ} 35' 15''$  N., long.  $98^{\circ} 11' 10''$  E.

*Depth.*—3 fathoms.

*Remarks.*—The shoal appeared to cover an area about one mile in extent.

*Note.*—The note “*P.D.*” is to be inserted on the charts against this shoal.

*Charts affected.*—No. 216b, Sayer islands to Loughborough island.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

*Publication.*—Bay of Bengal Pilot, 1910, page 548.

*Authority.*—Bangkok Notice No. 93 of 1920. (*H. 5666-20.*)

## CHINA SEA.

*Formosa—Breakers reported south-westward of.*

*No. 295 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1920), are re-published:—

*Position.*—At a distance of about 120 miles south-westward from the southern end of Formosa.

Lat.  $20^{\circ} 25'$  N., long.  $119^{\circ} 23'$  E.

*Details.*—The SS. *City of Norwich* reported sighting heavy breakers, apparently indicating the existence of a reef about 6 miles in extent, in approximately the position given above.

*Note.*—A note “*Breakers reported (1920)*” surrounded by a danger line is to be inserted on the charts in this locality.

*Charts affected.*—No. 2454, Northern portion of the Island of Luzon.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1263, China sea.

„ 2683, Pacific ocean.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 198.

*Authority.*—Commander-in-Chief, China Station. (*H. 5396-20.*)

## CHINA SEA—GULF OF SIAM.

*Bangkok River approach—Wreck, marked by wreck-marking vessel.*

*No. 296 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1366 of 1920), are re-published:—

## (a) Wreck:

*Position.*—At a distance of about  $2\frac{1}{2}$  cables northward from the Outer bar light-vessel, and  $10\frac{1}{4}$  cables,  $137^{\circ}$ , from the charted position of Regent light.

Lat.  $13^{\circ} 28'$  N., long.  $100^{\circ} 34\frac{1}{2}'$  E.

*Description.*—Sunken wreck of steambout.

## (b) Wreck-marking vessel ;

*Position.*—At a distance of about 25 yards south-westward from the wreck.

*Description.*—A wreck-marking vessel with two masts, flying the signal "F.U." (International Code) by day, and exhibiting a red light at the yardarm, in addition to her anchor light, by night.

*Chart affected.*—No. 999, Menam Chau fyu or Bangkok river.

*Authority.*—Bangkok Notices Nos. 63 and 65 of 1920. (H. 5664-20.)

## NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

*Channel Rocks—Light-vessel established.*

*No. 297 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1367 of 1920), are republished :—

*Position.*—On the north-eastern edge of the Channel rocks, and at a distance of  $1\frac{1}{2}$  cables,  $233^{\circ}$ , from the light-beacon on Tewaewae point.

Lat.  $46^{\circ} 36\frac{1}{2}'$  S., long.  $168^{\circ} 21\frac{1}{2}'$  E.

*Characteristics :**Light :*

*Abridged description.*—Lt. Occ. ev 8 sec.

*Character.*—Occulting white every eight seconds, thus :

Light,	eclipse,
5 sec.	3 sec.

*Remarks.*—Further details are not stated.

*Charts affected.*—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3056.

New Zealand Pilot, 1919, page 466.

*Authority.*—Wellington Notice No. 33 of 1920. (H. 5274-20.)

## NEW ZEALAND, SOUTH ISLAND—PORT LYTTTELTON ENTRANCE.

*Godley Head—Fog signal unreliable.*

*No. 298 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1368 of 1920), are republished :—

*Position.*—Lat  $43^{\circ} 35\frac{1}{2}'$  S., long.  $172^{\circ} 48\frac{1}{2}'$  E.

*Details.*—The explosive fog-signal in the above position is unreliable, and a note to this effect, with the year date 1920, is to be inserted against it on the charts.

*Charts affected.*—No. 1999, Ports Lyttelton and Levy and Pigeon bay.

„ 2599, Cape Campbell to Banks peninsula.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

*Publications.*—List of Lights, Part VI, 1920, No. 3012.

New Zealand Pilot, 1919, page 337.

*Authority.*—Wellington Notice No. 20 of 1920. (H. 4587-20.)

## INDIA—WEST COAST.

*Malvan Bay—Red light-boat—Replaced on station.*

*No. 299 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 135M. of 1920), are republished :—

*Former Notice No. 87-M of 1920. (This Office No. 176 of 1920.)*

*Position approximate.*—Lat. 16° 02' 55" N.

Long. 73° 27' 45" E.

*Details.*—The red light-boat, exhibiting a red fixed light, on the south-eastward of the rock, marked by a perch, which was removed for the south-west monsoon, was replaced on her station on the 8th September 1920.

The characteristics are the same as described in the Admiralty List of Lights.

*Charts affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

*Publications.*—West Coast of India Pilot, 1919, page 192.

List of Lights, Part VI, 1920, No. 416.

Indian List of Lights in press.

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 14th September 1920.

## INDIA—WEST COAST

## NOVA GOA.

*Mandavi River bar—Depth of water.*

*No. 300 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 137M. of 1920), are republished :—

*Former Notice No. 128M of 1920. (This Office No. 281 of 1920.)*

*Position.*—Lat. 15° 29' N.

Long. 73° 48' E.

*Details.*—Further information has been received that the “Campal Light-house” when now in line with the “Malim Light-house” leads over the bar with a depth of one foot more than before.

The soundings taken on the 13th September 1920, at the bar of the Mandavi River, over the leading line of the above-mentioned two marks, and to the south of this line, reveals a least depth of 16 feet at the high water springs.

In the south-west monsoon, owing to the heavy swell, the breakers sometimes extends across the channel, and river is inaccessible for ferry boats.

*Remarks.*—Further notice will be given when the bar has been re-surveyed.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publication.*—West Coast of India Pilot, 1919, page 184.

*Authority.*—Captain of Port, Nova Goa, dated 13th September 1920.

*The 4th October 1920.*

JAPAN, INLAND SEA—HARIMA NADA.

*Shika No Se—Wreck eastward of.*

*No. 285 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1312 of 1920), are republished :—

*Position (approximate).*—At a stance of about three-quarters of a mile eastward from the eastern end of Shika no se.

Lat.  $34^{\circ} 35' 20''$  N., long.  $134^{\circ} 51' 00''$  E.

*Description.*—Sunken wreck of a vessel with one mast showing about 20 feet above water.

*Charts affected.*—No. 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Tokyo Notice No. 112 of 1920. (*H. 5353/20.*)

JAPAN—GULF OF TOKYO.

*Shina-Gaiwa Wan—Alteration in Position of Wreck.*

*No. 286 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1313 of 1920), are republished :—

*Former Notice.*—No. 2025 of 1919. (*This Office No. 9 of 1920.*)

*New position.*—At a distance of about 4 miles northward from Heneda su lighthouse, and 4 cables westward from former position.

Lat.  $35^{\circ} 35' 40''$  N., long.  $139^{\circ} 47' 13''$  E.

*Description.*—Wreck of the sailing vessel *Ainan Maru*.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

*Authority.*—Tokyo Notice No. 102 of 1920. (*H. 5350/20.*)

PERSIAN GULF.

*Shatt al Arab—Amendments to Chart with regard to Buoyage and Beaconage.*

*No. 287 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1315 of 1920), are republished :—

*Position.*—Shatt al Arab entrance fairway light-buoy, lat.  $29^{\circ} 48'$  N., long.  $48^{\circ} 45'$  E.

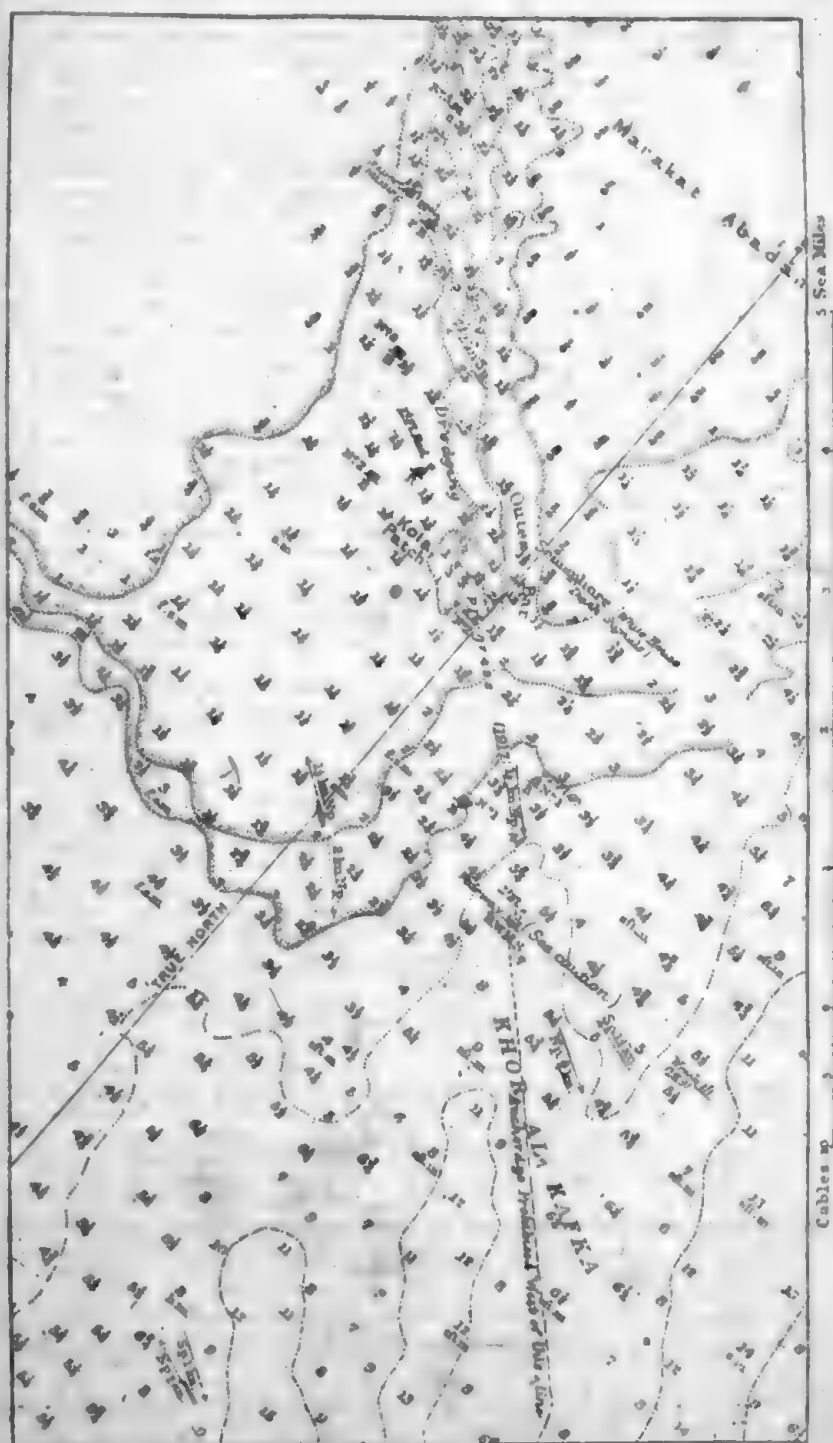


*Details.*—Amendments to the chart with regard to buoyage and beaconage in Shatt al Arab, embodying the latest information, are shown on the accompanying reproductions of portions of chart No. 1235.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publication.*—Persian Gulf Pilot, 1915, pages 281, 282; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department and Bombay Notice No. 83M. of 1920. (H. 4987/20.)



Reproduction of Portion of Chart No. 1235.



*Description.*—Sunken wreck of a vessel, with two masts showing about 8 feet above water.

(2) **Kanabuse Se light.**

*Position (approximate).*—At a distance of  $2\frac{1}{2}$  cables,  $101^{\circ}$ . from Kanabuse se light-beacon.

Lat  $33^{\circ} 58\frac{1}{2}'$  N., long.  $130^{\circ} 59\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a sailing vessel, with three masts showing about 5 feet above water.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

.. 532, Approach to Shimonoseki kaikyo.

.. 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notices Nos. 124 and 139 of 1920. (H. 5357 & 5361/20.)

**EASTERN ARCHIPELAGO—CELEBES, GULF OF BONI.**

*Peneke Bay—Existence of Shoals.*

No. 289 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1920), are republished :—

(a) *Position.*—At a distance of about  $7\frac{1}{2}$  miles southward from Tanjong Loko Loko.

Lat.  $3^{\circ} 51' 15''$  S., long.  $120^{\circ} 25' 35''$  E.

*Depth.*—4 fathoms.

(b) *Position.*—Lat.  $3^{\circ} 50' 10''$  S., long.  $120^{\circ} 28' 00''$  E.

*Depth.*—Less than 6 feet.

(c) *Position.*—Lat.  $3^{\circ} 49' 10''$  S., long.  $120^{\circ} 27' 45''$  E.

*Depth.*—Less than 6 feet.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.

.. 942a, Eastern Archipelago—sheet 3.

.. 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 462.

*Authority.*—Netherlands Government Chart. (H. 5143/20.)

**CHINA—KWANG TUNG PENINSULA, DAIREN WAN.**

*South San Shan Tau Lighthouse—Alteration in Fog-Signal.*

No. 290 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1331 of 1920), are republished :—

*Position.*—Near the southern extremity of South San shan Tau.

Lat.  $38^{\circ} 52'$  N., long.  $121^{\circ} 49\frac{1}{2}'$  E.

*Alteration.*—The fog-gun has been discontinued and replaced by a siren sounding one blast every thirty-four seconds, thus :

Blast,	silent interval,
4 sec.	30 sec.

*Remarks.*—The note "(Occas!)" against this fog-signal is to be expunged from the charts.

*Charts affected.*—No. 3694, Dairen wan.

.. 1798, Kinchau to Terminal head.

.. 1262, Hongkong to Gulf of Liau-tung.

.. 1256, Gulfs of Pe chili and Liau-tung.

*Publications.*—List of Lights, Part VI, 1920, No. 1684.

China Sea Pilot, Vol. V. 1912, page 554 : Supplement No. 4, 1919.

*Authority.*—Tokyo, Department of Communications, Notice No. 959 of 1920. (H. 5374-20.)

## EASTERN ARCHIPELAGO—NEW GUINEA.

*Geelvink Bay and Approach—Existence of Shoals and Rock ; Decreased Depth on Shoal.*

No. 291 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1336 of 1920), are republished :—

## (1) Existence of shoals :

(a) *Position*.—Lat.  $1^{\circ} 54' 25''$  S., long.  $134^{\circ} 47' 50''$  E.

*Depth*.—5 fathoms.

(b) *Position*.—Lat.  $2^{\circ} 32' 00''$  S., long.  $134^{\circ} 49' 50''$  E.

*Depth*.—2 fathoms.

(c) *Position*.—Lat.  $2^{\circ} 44' 20''$  S., long.  $134^{\circ} 23' 40''$  E.

*Depth*.—1½ fathoms.

(d) *Position*.—Lat.  $2^{\circ} 54' 00''$  S., long.  $135^{\circ} 01' 30''$  E.

*Depth*.—Less than 6 feet.

*Note*.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(e) *Position*.—Lat.  $2^{\circ} 56' 10''$  S., long.  $135^{\circ} 01' 30''$  E.

*Depth*.—Less than 6 feet.

*Note*.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(f) *Position*.—Lat.  $2^{\circ} 10' 15''$  S., long.  $136^{\circ} 31' 50''$  E.

*Depth*.—3½ fathoms.

## (2) Existence of rock :

*Position*.—Lat.  $2^{\circ} 46' 25''$  S., long.  $134^{\circ} 55' 25''$  E.

*Description*.—A rock which dries.

## (3) Decreased depth on shoal :

*Position*.—Lat.  $0^{\circ} 43' 20''$  S., long.  $135^{\circ} 11' 45''$  E.

*Details*.—There is a least depth of 4 fathoms on the shoal marked by discoloured water in the above position. This depth is to be substituted for the depth of 6 fathoms shown on chart No. 942b.

*Remarks*.—The above positions refer to chart No. 942b.

*Charts affected*.—No. 942b, Eastern archipelago—sheet 4.

„ 780, Pacific ocean—south-west sheet. (1f)

„ 2759a, Australia—northern portion.

*Publication*.—Pacific Islands Pilot, Vol. I, 1908, pages 232, 234 to 238 ; Supplement No. 3, 1917.

*Authority*.—Netherlands Government Chart. (H. 5265-20.)

## CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

*Singora Light—Alteration in Character.*

No. 292 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1341 of 1920), are republished :—

*Former Notice*.—No. 835 of 1920. (This Office No. 186 of 1920.)

*Position*.—On the summit of Pagoda hill.

Lat.  $7^{\circ} 124' N.$ , long.  $100^{\circ} 354' E.$

*New abridged description*.—Lt. Occ., ev. 30 sec., 352 ft., vis. 10 m.

*Alteration*.—The character of the light has been altered from fixed white to occulting white every thirty seconds, thus :

Light,	eclipse.
25 sec.	5 sec.

*Charts affected*.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

*Publications*.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123 ; Supplement No. 5, 1920.

*Authority*.—Bangkok Notice No. 92 of 1920. (H. 5665-20.)

W. K. THYNE, COMDR., R.I.M.

Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 3, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*By. Secy. to the Govt. of Bengal.*

CALCUTTA, the 25th October 1920.

#### JAPAN—HOKUSHU, SOUTH COAST.

*Chikyu Misaki lighthouse—Fog-signal established.*

*No. 303 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1440 of 1920), are republished:—

*Position.*—Chikyu misaki lighthouse, lat.  $42^{\circ} 18' N.$ , long.  $140^{\circ} 59\frac{1}{2}' E.$

*Description.*—A siren sounding one blast every sixty-four seconds, thus:

<u>Blast,</u>	<u>silent,</u>
4 sec.	60 sec.

*Charts affected.*—No. 3591, Iburu wan or Uchiura wan  
" 2405, the Kuril islands.

*Publications.*—List of Lights, Part VI, 1920, No. 2100.  
Japan Pilot. 1914, page 720.

*Authority.*—Tokyo Notice No. 1450 of 1920. (*H. 96-20.*)

## JAPAN.

*Shimonoseki Kaikyo approaches—Amendments to charts with regard to shoals.*

*No. 304 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1448 of 1920), are republished:—

## 1. Existence of shoals:

(a) *Position.*—Lat.  $33^{\circ} 59' 59''$  N., long.  $130^{\circ} 42' 02''$  E.

*Depth.*—Less than 6 feet.

*Note.*—Koshiki reef is to be extended to the north-westward on the charts to include this shoal.

(b) *Position.*—Lat.  $34^{\circ} 00' 10''$  N., long.  $130^{\circ} 43' 18''$  E.

*Depth.*— $2\frac{1}{2}$  fathoms.

*Note.*—The shoal extending southward from North Siro sima is to be extended on the charts to include this shoal and the  $3\frac{1}{2}$ -fathom depth close northward of the above position is to be expunged.

(c) *Position.*—At a distance of about 9 cables westward from Shirasu lighthouse.

Lat.  $33^{\circ} 58' 54''$  N., long.  $130^{\circ} 46' 07''$  E.

*Depth.*— $2\frac{1}{2}$  fathoms.

## 2. Decreased depth on shoals:

(a) *Position.*—Lat.  $33^{\circ} 58' 14''$  N., long.  $130^{\circ} 43' 48''$  E.

*Depth.*— $3\frac{1}{2}$  fathoms (rock) instead of  $4\frac{1}{2}$  fathoms shown on the charts.

(b) *Position.*—Lat.  $33^{\circ} 56' 42''$  N., long.,  $130^{\circ} 46' 25''$  E.

*Depth.*— $4\frac{1}{2}$  fathoms instead of  $5\frac{1}{2}$  fathoms shown on the charts.

*Charts affected.*—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshu (1 (a)), (2 (a)).

*Publication.*—Japan Pilot, 1914, pages 552, 553, 554.

*Authority.*—Japanese Government Chart. (H. 951-20).

## CHINA SEA—FORMOSA ISLAND.

*Pinamu—Light re-exhibited; Alteration in characteristics.*

*No. 305 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1449 of 1920), are republished:—

*Former Notice.*—No. 2012 of 1919 (This office No. 6 of 1920.)

*Position.*—In the position of the old lighthouse which was destroyed in the year 1919.

Lat.  $22^{\circ} 44'$  N., long.  $121^{\circ} 09'$  E.

*New abridged description.*—Lt. Fl., ev. 3 sec., 56 ft., vis. 13 m.

*Alteration.*—The elevation, visibility and structure of the new light differ from those of the former light, and are now as follows:—

*Elevation.*—56 feet.

*Visibility.*—13 miles, from  $222^{\circ}$ , through west, to  $46^{\circ}$ .

*Structure.*—White octagonal concrete tower, 27 feet in height.



*Remarks.*—The character of the light is unaltered.

*Note.*—The note "Destroyed 1919" is to be expunged from the charts.

*Charts affected.*—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—List of Lights, Part VI, 1920, No. 1848.

China Sea Pilot, Vol. V, 1912, page 201.

*Authority.*—Tokyo Notice No. 165 of 1920. (H. 6081-20).

#### JAPAN—HONSHŪ, WEST COAST—SADO.

##### *Hariki Zaki—Light established.*

*No. 306 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1450 of 1920), are republished:—

*Position.*—Lat.  $38^{\circ} 19' 57''$  N., long.  $138^{\circ} 30' 45''$  E.

*Abridged description.*—Lt. Gp. Fl. (3), ev. 30 sec., 242 ft., vis. 22m.

##### *Characteristics:*

*Character.*—Group flashing white showing three flashes in quick succession every thirty seconds.

*Elevation.*—242 feet.

*Visibility.*—22 miles, from  $92^{\circ}$  through south to  $358^{\circ}$ . The light may be obscured by Futatsugame summit from  $95^{\circ}$  to  $98^{\circ}$ .

*Power.*—2,000 candles.

*Structure.*—White octagonal concrete tower, 55 feet in height.

*Charts affected.*—No. 3003, Ando zaki to Otose zaki.

„ 2347, Honshū, Kinsū and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1920, No. 2141.

Japan Pilot, 1914, page 650.

*Authority.*—Tokyo Notice No. 1449 of 1920. (H. 95-20.)

The 16th October 1920.

#### CHINA, EAST COAST—YANG TSE KIANG.

##### *Wusung River Entrance—Light-Buoy established.*

*No. 301 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1388 of 1920), are republished:—

*Position.*—At a distance of 11 cables,  $190^{\circ}$ , from Wusung lighthouse.  
Lat.  $31^{\circ} 22' 4''$  N., long.  $121^{\circ} 29' 4''$  E.

*Description.*—A black can light-buoy named "Wusung creek buoy," exhibiting an occulting white light every eight seconds, thus:

Light,	eclipse.
4 sec.	1 sec.

*Charts affected.*—No. 1601, Wusung river or Hwang pu, with plan.  
„ 3585, Approaches to the Wusung river.

*Publication.*—China Sea Pilot, Vol. V., 1912, page 391.

*Authority.*—Shanghai Notice No. 569 of 1920. (H. 5958-20.)

RED SEA—EASTERN SHORE.

KAMARAN PASSAGE—RAS-EL-BAYADH.

*Description of beacon erected.*

No. 302 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 141M. of 1920), are republished:—

*Former Notice* No. 39-M. of 1920. (*This office* No. 113 of 1920.)

*Position*.—At a distance of about  $7\frac{1}{2}$  cables  $135^\circ$  from the beacn on the Telegraph hut on Ras-el-Bayadh.

Lat.  $15^\circ 14' 48''$  N. } Approx.  
Long.  $42^\circ 35' 35''$  E. }

*Details*.—The Port Officer, Aden, reports that the new beacon on the summit of 25 feet Coral Mound, South-eastward of Ras-el-Bayadh, has now been completely erected.

*Description*.—A square masonry pillar, 20 feet high, painted in four alternate bands of black and white, each band being 5 feet in depth, the top one being black.

*Charts affected*.—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

*Publication*.—Red Sea and Gulf of Aden Pilot, page 362.

*Authority*.—The Surveyor in Charge, Marine Survey of India.

The 11th October 1920.

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel*—Correction to certain charts with regard to light-buoy.

No. 293 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1920), are republished:—

*Former Notice*.—No. 1102 of 1920. (*This office* No. 250 of 1920.)

*Position*.—At a distance of about  $1\frac{1}{2}$  miles south-westward from Liu chiao beacon.

Lat.  $31^\circ 29'$  N., long.  $121^\circ 40\frac{1}{4}'$  E.

*Details*.—Information has been received that the light-buoy with occulting white light, which was expunged from the above position on chart No. 1199 in accordance with the last paragraph of the former Notice, is still shown on some copies of the charts quoted below; these charts are also to be corrected in a similar manner.

*Charts affected*.—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

*Authority*.—Hydrographic Department. (H. 5729-20.)

## BAY OF BENGAL—MERGUI ARCHIPELAGO.

*Auriol Island—Shoal reported south-eastward of.*

No. 294 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1920), are republished:—

*Position (approximate).*—At a distance of about 6 miles south-eastward from Auriol island.

Lat.  $9^{\circ} 35' 15''$  N., long.  $98^{\circ} 11' 10''$  E.

*Depth.*—3 fathoms.

*Remarks.*—The shoal appeared to cover an area about one mile in extent.

*Note.*—The note “P.D.” is to be inserted on the charts against this shoal.

*Charts affected.*—No. 216b, Sayer islands to Loughborough island.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

*Publication.*—Bay of Bengal Pilot, 1910, page 548.

*Authority.*—Bangkok Notice No. 93 of 1920. (H. 5666-20.)

## CHINA SEA.

*Formosa—Breakers reported south-westward of.*

No. 295 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1920), are republished:—

*Position.*—At a distance of about 120 miles south-westward from the southern end of Formosa.

Lat.  $20^{\circ} 25'$  N., long.  $119^{\circ} 23'$  E.

*Details.*—The SS. *City of Norwich* reported sighting heavy breakers, apparently indicating the existence of a reef about 6 miles in extent, in approximately the position given above.

*Note.*—A note “Breakers reported (1920)” surrounded by a danger line is to be inserted on the charts in this locality.

*Charts affected.*—No. 2454, Northern portion of the Island of Luzon.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1263, China sea.

„ 2683, Pacific ocean.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 198.

*Authority.*—Commander-in-Chief, China Station. (H. 5396-20.)

## CHINA SEA—GULF OF SIAM.

*Bangkok River approach—Wreck, marked by wreck-marking vessel.*

No. 296 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1366 of 1920), are republished:—

## (a) Wreck:

*Position.*—At a distance of about 2½ cables northward from the Outer bar light-vessel, and 10½ cables,  $137^{\circ}$ , from the charted position of Regent light.

Lat.  $13^{\circ} 28'$  N., long.  $100^{\circ} 34\frac{1}{2}'$  E.

*Description.*—Sunken wreck of steamboat.

## (b) Wreck-marking vessel;

*Position.*—At a distance of about 25 yards south-westward from the wreck.

*Description.*—A wreck-marking vessel with two masts, flying the signal "F.U." (International Code) by day, and exhibiting a red light at the yardarm, in addition to her anchor light, by night.

*Chart affected.*—No. 999, Menam Chau fya or Bangkok river.

*Authority.*—Bangkok Notices Nos. 63 and 65 of 1920. (H. 5664-20.)

## NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

*Channel Rocks—Light-vessel established.*

*No. 297 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1367 of 1920), are republished:—

*Position.*—On the north-eastern edge of the Channel rocks, and at a distance of 1½ cables, 233°, from the light-beacon on Tewaewae point.

Lat. 46° 36½' S., long. 168° 21½' E.

*Characteristics:**Light:*

*Abridged description.*—Lt. Occ. ev 8 sec.

*Character.*—Occulting white every eight seconds, thus:

Light,	eclipse,
5 sec	3 sec.

*Remarks.*—Further details are not stated.

*Charts affected.*—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3056.

New Zealand Pilot, 1919, page 466.

*Authority.*—Wellington Notice No. 33 of 1920. (H. 5274-20.)

## NEW ZEALAND, SOUTH ISLAND—PORT LYTTTELTON ENTRANCE.

*Godley Head—Fog signal unreliable.*

*No. 298 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1368 of 1920), are republished:—

*Position.*—Lat 43° 35½' S., long. 172° 48½' E.

*Details.*—The explosive fog-signal in the above position is unreliable, and a note to this effect, with the year date 1920, is to be inserted against it on the charts.

*Charts affected.*—No. 1999, Ports Lyttelton and Levy and Pigeon bay.

„ 2529, Cape Campbell to Banks peninsula.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

*Publications.*—List of Lights, Part VI, 1920, No. 3012.

New Zealand Pilot, 1919, page 337.

*Authority.*—Wellington Notice No. 20 of 1920. (H. 4687-20.)

## INDIA—WEST COAST.

*Malvan Bay—Red light-boat—Replaced on station.*

*No. 299 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 135M. of 1920), are republished:—

*Former Notice No. 87-M of 1920. (This Office No. 176 of 1920.)*

*Position approximate.—*Lat.  $16^{\circ} 02' 55''$  N.

Long.  $73^{\circ} 27' 45''$  E.

*Details.—*The red light-boat, exhibiting a red fixed light, on the south-eastward of the rock, marked by a perch, which was removed for the south-west monsoon, was replaced on her station on the 8th September 1920.

The characteristics are the same as described in the Admiralty List of Lights.

*Charts affected.—*No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

*Publications.—*West Coast of India Pilot, 1919, page 192.

List of Lights, Part VI, 1920, No. 416.

Indian List of Lights in press.

*Authority.—*The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 14th September 1920.

## INDIA—WEST COAST.

## NOVA GOA.

*Mandari River bar—Depth of water.*

*No. 300 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 137M. of 1920), are republished:—

*Former Notice No. 128M of 1920. (This Office No. 281 of 1920.)*

*Position.—*Lat.  $15^{\circ} 29'$  N.

Long.  $73^{\circ} 48'$  E.

*Details.—*Further information has been received that the “Campal Light-house” when now in line with the “Malim Light-house” leads over the bar with a depth of one foot more than before.

The soundings taken on the 13th September 1920, at the bar of the Mandavi River, over the leading line of the above-mentioned two marks, and to the south of this line, reveals a least depth of 16 feet at the high water springs.

In the south-west monsoon, owing to the heavy swell, the breakers sometimes extends across the channel, and river is inaccessible for ferry boats.

*Remarks.—*Further notice will be given when the bar has been re-surveyed.

*Chart affected.—*No. 492, Aguada to St. George Island.

*Publication.—*West Coast of India Pilot, 1919, page 184.

*Authority.—*Captain of Port, Nova Goa, dated 13th September 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 10, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Hy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 1st November 1920.

#### PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

*Green Island Bay to Coral Bay—Amendments to charts with regard to shoals.*

*No. 207 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1472 of 1920), are republished:—*

*Position.*—Green island, lat.  $10^{\circ} 17' N.$ , long.  $119^{\circ} 29' E.$

*Details.*—Amendments to the charts with regard to shoals between Green island bay and Coral bay, embodying the latest information, are shown on the accompanying reproductions of portions of charts Nos. 967, 2660b and 1263.

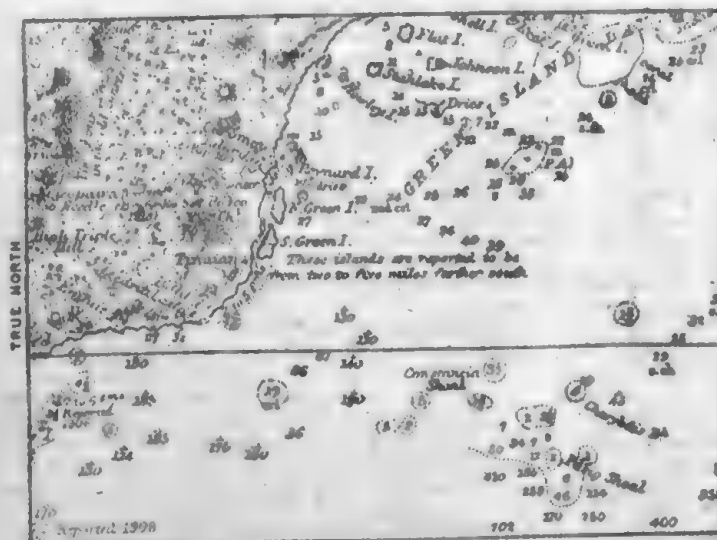
*Charts affected*—No. 967, Palawan island.

„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 94 to 110.

*Authority*—U. S. A. Government Chart. (H. 1087-20.)









Reproduction of Portion of Chart N° 1263.

0 40 120 Sea Miles



Reproduction of Portion of Chart N° 967.

0 5 10 15 20 Sea Miles

## JAPAN—SHIMONOSEKI KAIKYO.

*Hiko Shima, south coast—Light established; Light discontinued; Light buoy established.*

No. 308 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1920), are republished:—

## 1. Light established:

*Position.*—On the south-western extremity of Kanenotsurumisaki, at a distance of about  $4\frac{1}{2}$  cables eastward from Manaita iwa.

Lat.  $33^{\circ} 54\frac{1}{2}'$  N., long.  $130^{\circ} 54\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. Occ., *er.* 6 sec., 33 ft., *vis.* 11 m.

*Characteristics:*

*Character.*—Occulting white every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

*Elevation.*—33 feet.

*Visibility.*—11 miles.

*Power.*—200 candles.

*Structure.*—White wooden pole, 30 feet in height.

*Remarks.*—This light is unwatched.

## 2. Light discontinued :

*Position.*—On Manaita iwa.

Lat.  $33^{\circ} 54\frac{1}{2}'$  N., long.  $130^{\circ} 53\frac{1}{2}'$  E.

*Description.*—A fixed green light.

*Remarks.*—It is intended to demolish the beacon from which the light was formerly exhibited.

## 3. Light-buoy established :

*Position.*—At a distance of  $2\frac{1}{2}$  cables,  $304^{\circ}$ , from the site of Manaita iwa light beacon.

Lat.  $34^{\circ} 55'$  N., long.  $130^{\circ} 53\frac{1}{2}'$  E.

*Description.*—Black conical light-buoy exhibiting a *fixed green* light.

*Charts affected.*—No. 1578, Shimonoseki kaikyō.

„ 532, Approach to Shimonoseki kaikyō.

„ 127, Hirado kaikyō to Shimonoseki kaikyō. (1 and 2).

„ 2875, Naikai (Seto uchi) or Inland sea. (1 and 2).

*Publications.*—List of Lights, Part VI, 1920, No. 1920.

Japan Pilot, 1914, page 570.

*Authority.*—Tokyo, Department of Communications. Notices Nos. 1119 and 1187 of 1920. (*H.* 5951-20.)

## NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

*Channel Rocks light-vessel*—*Light reported irregular.*

*No. 309 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1492 of 1920), are republished :—

*Former Notice.*—No. 1367 of 1920. (*This office No. 297 of 1920.*)

*Position.*—On the north-eastern edge of the Channel rocks.

Lat.  $46^{\circ} 36\frac{1}{2}'$  S., long.  $168^{\circ} 21\frac{1}{2}'$  E.

*Details.*—The occulting white light of this light vessel is not working satisfactorily, and until further notice no reliance must be placed on it.

*Note.*—The note “(*Reported irregr. 1920*)” is to be placed against the light on the charts.

*Charts affected.*—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3057.

New Zealand Pilot, 1919, page 466.

*Authority.*—Wellington Notice No. 43 of 1920. (*H.* 6279-20.)

## CHINA SEA—GULF OF SIAM.

*Bangkok River approach—Wreck removed; Wreck-marking vessel withdrawn.*

*No. 310 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1920), are republished :—*

*Former Notice.—No. 1366 of 1920. (This office No. 296 of 1920.)*

*Position.—At a distance of about 2½ cables northward from the Outer bar light vessel, and 10½ cables south-eastward from Regent light.*

*Lat. 13° 28' N., long. 100° 34½' E.*

*Details.—The wreck of the steamboat has been removed from the above position and the wreck-marking vessel withdrawn.*

*Chart affected.—No. 999, Menam Chau fya or Bangkok river.*

*Authority.—Bangkok Notice No. 118 of 1920. (H. 6307-20.)*

## JAPAN—INLAND SEA, GULF OF OSAKA.

(1) *Hyogo Bay—Amendments to charts; Wrecks removed.*

(2) *Kobe Bay—Lights discontinued.*

*No. 311 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1506 of 1920), are republished :—*

(1) **Hyogo Bay.**

*Position.—Wada misaki lighthouse, lat. 34° 39' N., long. 135° 11' E.*

*Details.—The accompanying reproductions of portions of charts Nos. 2265, 16 and 3566 show the following necessary amendments in Hyogo bay :—*

- (a) Partial completion of breakwater.
- (b) Positions of light-buoys and mooring-buoys.
- (c) Positions of lights on piers.
- (d) Withdrawal of quarantine light-vessel.

*Remarks.—It will be observed that no wrecks are shown on the reproductions. With the exception of the wreck situated at a distance of 16 cables, 47° from Wada misaki lighthouse, all wrecks within a radius of 2 miles of the lighthouse have been removed or dispersed and are to be expunged from the charts.*

(2) **Kobe Bay.**

*Position.—No. 1 pier head, lat. 34° 40½' N., long. 135° 12' E.*

*Details.—All the fixed red lights formerly shown at the outer ends of Nos. 1, 2, 3 and 4 piers together with the three red lights which marked the area under reclamation north-eastward of No. 1 pier, have been discontinued and are to be expunged from the charts.*

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

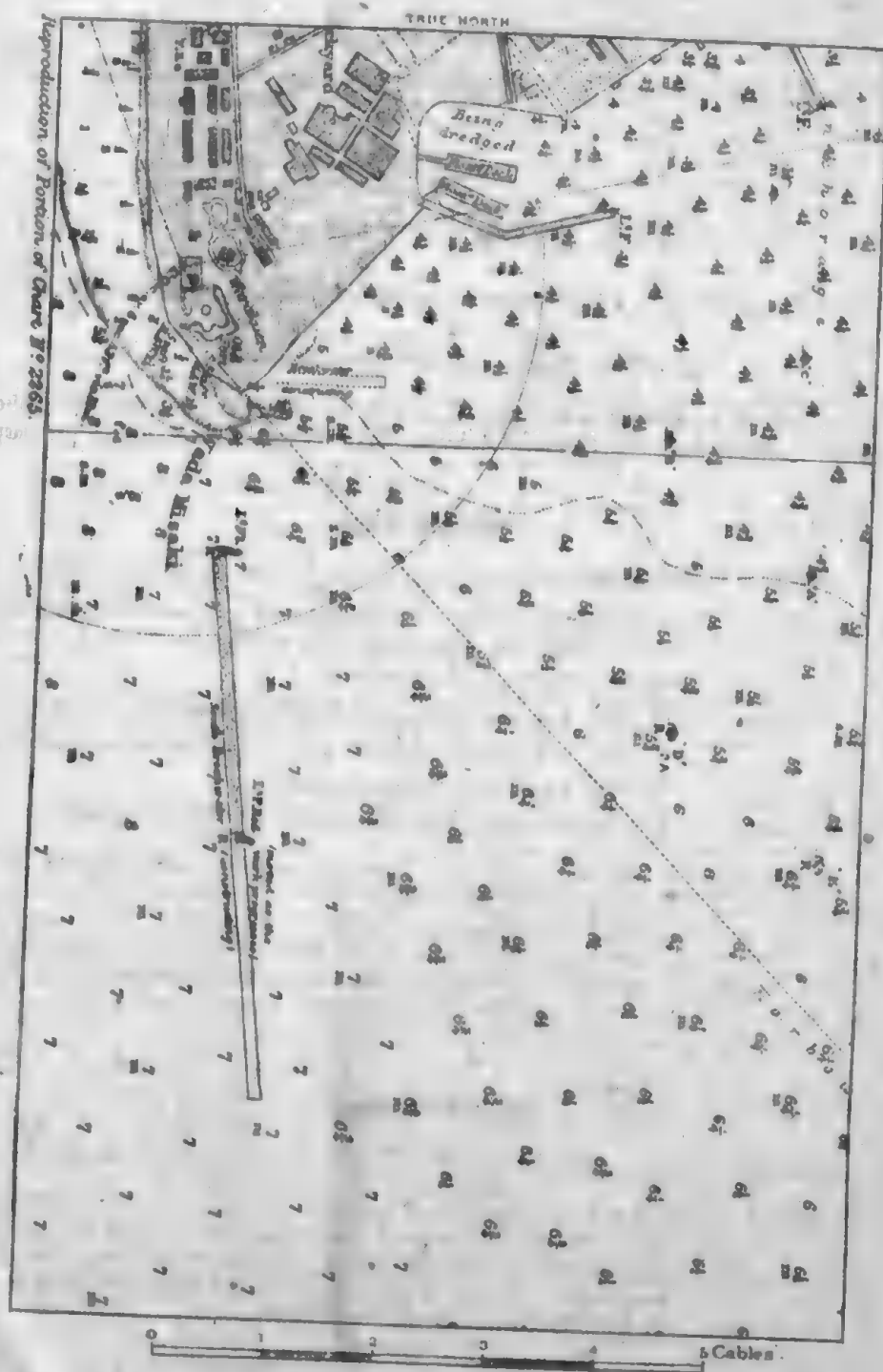
„ 3566, Izumi nada and Harima nada.

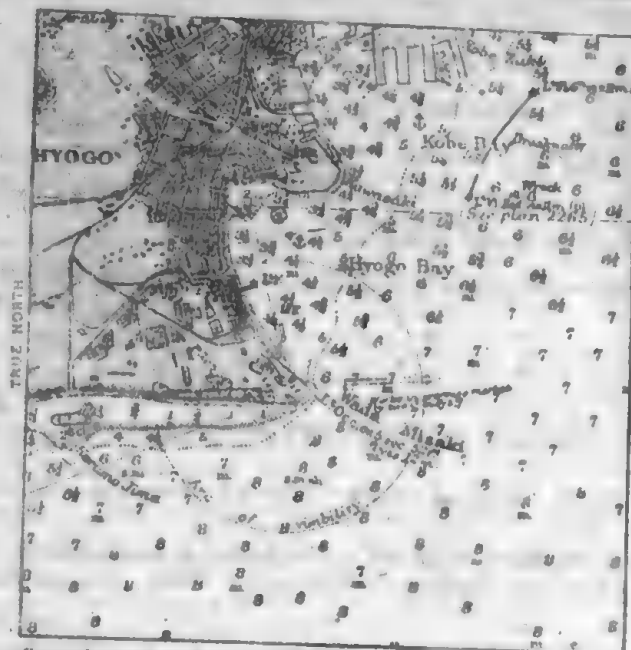
„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of lights, Part VI, 1920, Nos. 1994, 1995.

Japan Pilot, 1914, pages 277, 278, 279, 280 ; Supplement No. 4, 1920.

*Authority.*—H. M. S. Hawkins. Hyd. Note No. 4 of 1920. (H. 5225-20.)





Reproduction of Portion of Chart No. 16.



Reproduction of Portion of Chart No. 3566.

## JAPAN—HONSHU, SOUTH COAST.

*Daio Zaki (Taio Saki)*—Existence of shoals south-eastward and northward of.

No. 312 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1507 of 1920), are republished:—

- (1) *Position*.—At a distance of about  $3\frac{1}{2}$  cables south-eastward from Daio zaki, and  $3\frac{1}{10}$  cables,  $187^{\circ}$  from the centre of Daio iwa.

Lat.  $34^{\circ} 16' N.$ , long.  $136^{\circ} 54' E.$

*Depth*.— $4\frac{1}{2}$  fathoms (rock).

- (2) *Position*.—At a distance of about  $2\frac{1}{2}$  miles northward from Daio zaki and  $2\frac{1}{2}$  cables,  $40^{\circ}$  from the north-eastern extremity of the point northward of Shijima village.

Lat.  $34^{\circ} 19\frac{1}{2}' N.$ , long.  $136^{\circ} 54' E.$

*Depth*.— $1\frac{1}{2}$  fathoms (rock).



(3) *Position*.—At a distance of  $1\frac{1}{2}$  cables,  $40^{\circ}$  from (2).

*Depth*.— $4\frac{1}{2}$  fathoms.

(4) *Position*.—At a distance of 2 cables,  $40^{\circ}$  from (2).

*Depth*.— $4\frac{1}{2}$  fathoms.

*Charts affected*.—No. 994, Yeboshi bana to Anori zaki.

„ 952, Owashi wan to Atsumi wan.

*Publication*.—Japan Pilot, 1914, page 156.

*Authority*.—Japanese Government Chart. (H. 952-20.)

#### INDIAN OCEAN—SEYCHELLES GROUP.

*Bird Island—Shoal reported westward of.*

*No 313 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1519 of 1920), are republished :—

*Position*.—At a distance of about 5 miles westward from Bird island.

Lat.  $3^{\circ} 45' 00''$  S., long.  $56^{\circ} 07' 50''$  E.

*Description*.—A shoal of about 5 cables in extent, on which one sounding of 9 fathoms was obtained, with probably less water in places.

*Note*.—The above position is to be surrounded on the chart by a danger line, with the note "*Shoal repd. (1920)*."

*Chart affected*.—No. 721, Seychelles group, &c.

*Publication*.—South Indian Ocean Pilot, 1911, page 46.

*Authority*.—H. M. S. *Highflyer*, Hyd. Note No. 1 of 1920. (H. 6173-20)

#### CHINA SEA—SOUTHERN PORTION

*Pulo Sapatu—Bank reported eastward of.*

*No. 314 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1527 of 1920), are republished :—

*Position (approximate)*.—At a distance of about  $5\frac{1}{2}$  miles eastward from Pulo Sapatu.

Lat.  $10^{\circ} 02' 00''$  N., long.  $110^{\circ} 00' 00''$  E.

*Details*.—Soundings of 29 fathoms were obtained by SS. *Gold Shell* in January 1920, on passage from Singapore to Tsing tau, the middle of the line of soundings being in the above position.

*Note*.—A depth of 29 fathoms with an incomplete danger line is to be inserted on the charts with the note "*Repd. (1920) P.A.*"

*Charts affected*.—No. 2660a, China sea, southern portion—western sheet.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

*Publication*.—China Sea Pilot, Vol. III, 1912, page 106.

*Authority*.—U.S.A. Hyd. Office Notice No. 2963 of 1920. (H. 6550-20.)

## AUSTRALIA—EAST COAST. NORTHUMBERLAND ISLANDS.

*High Peak Island—Intended new light.**No. 315 (first publication).—**Subject.*—It is proposed to establish a flashing white light (U) on High Peak Island, on or about 31st December 1920.*Position.*—On summit of islet (200 feet) off eastern extreme of High Peak Island.Lat.  $21^{\circ} 57' S.$ , long.  $150^{\circ} 43' E.$ , on chart No. 346.*Details—**Character.*—*Flashing White Light*, showing one flash every five seconds, thus :—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Elevation.*—215 feet.*Visibility.*—20 miles.*Power.*—5,000 candles.*Structure.*—Lantern painted white, carried on square concrete cylinder house. Height 22 feet.*Remarks.*—The light will be unwatched.The light will be visible from about  $110^{\circ}$  (S.  $78^{\circ}$  E. Mag.) through south, west and north, to  $40^{\circ}$  (N.  $32^{\circ}$  E. Mag.); obscured elsewhere.*Note.*—No further notice will be given.

*Charts affected.*—No. 346, Keppel Isles to Percy Isles.  
 „ 808, Approaches to Shoalwater Bay.  
 „ 2763, Coral Sea and Great Barrier Reefs, sheet 1.  
 „ 2759a, Australia, northern portion.  
 „ 780, Pacific Ocean, south-west sheet.

*Publication.*—Australia Pilot, Vol. IV, 1917, pages 97 and 98.*Authority.*—Melbourne Notice No. 21 of 1920.

## AUSTRALIA, EAST COAST—INNER BARRIER ROUTE.

*V. Reef—Beacon discontinued.**No. 316 (first publication).—**Subject.*—The square black beacon formerly situated on the north-west end of V. Reef, 3 miles eastward of Hannibal Islands, has been discontinued.*Position.*—Lat.  $11^{\circ} 35' S.$ , long.  $143^{\circ} 00' E.$ , on chart No. 2919.

*Charts affected.*—No. 2919, Cape Grenville to Cape York.  
 „ 2354, Cape Grenville to Booby Island.  
 „ 2764, Coral Sea and Great Barrier Reefs, sheet II.

*Publication.*—Australia Pilot, Vol. IV, 1917, page 293.*Authority.*—Melbourne Notice No. 22 of 1920.

AFRICA—EAST COAST.

*Lindi River—Prohibited anchorage abolished.*

No. 317 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1920), are republished:—

*Former Notice.*—No. 66M. of 1919. (*This Office No. 305 of 1919.*)

*Position.*—Lat.  $9^{\circ} 59' S$ .

Long.  $39^{\circ} 44' E$ .

*Details.*—The submarine cable at Lindi no longer exists.

*Date removed.*—Picked up in April 1919 by the Eastern Telegraph Company.

*Charts affected.*—No. 681, Lindi River.

„ 1808, Cape Delgado to Kilwa.

*Publication.*—East Coast of Africa Pilot, Part III, 1915, page 329.

*Authority.*—Director, Royal Indian Marine, Bombay.

INDIA, WEST COAST—DELTA OF THE INDUS.

*Baghiar Mouth—Barges broken adrift, south-westward of.*

No. 318 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 145M. of 1920), are republished:—

*Position.*—At a distance of about  $25\frac{1}{2}$  miles  $215^{\circ}$  from Baghiar Mouth, Mull beacon.

Lat.  $23^{\circ} 32' N$ .

Long.  $67^{\circ} 26' E$ .

*Details.*—The Master of SS. “Bombay” reports that the barges Nos. 41 and 42 have broken adrift, owing to the stress of weather, and they appear to be drifting inshore.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

*Authority.*—Marine Transport Officer, Kiamari (Karachi), Telegram, dated 14th October 1920.

INDIA, BAY OF BENGAL.

HUGLI RIVER APPROACH, SANDHEADS.

- |                                  |     |                                  |
|----------------------------------|-----|----------------------------------|
| (1) Eastern Channel light-vessel | ... | } Alterations in positions, etc. |
| (2) Intermediate light-vessel    | ... |                                  |
| (3) Lower Gaspar light-vessel    | ... |                                  |

The “Mermaid” wreck buoy removed.

Cruising Station, etc., of the Pilot vessel.

*No. 319 I (first publication)—*

*Subject.*—It is hereby notified that, on or about the 1st January 1921, the following light vessels off the mouth of the river Hugli will be placed in new positions, details of which and of the pilot vessel are given below:—

**EASTERN CHANNEL LT. VL.**

Will be moved  $3\frac{1}{2}$  miles due south into the following position in 22 fathoms:—

Latitude  $20^{\circ} 53' 00''$  N.

Longitude  $88^{\circ} 12' 07''$  E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

**INTERMEDIATE LT. VL.**

Will be moved  $2\frac{1}{2}$  miles due south into the following position in  $7\frac{1}{2}$  fathoms:—

Latitude  $21^{\circ} 11' 20''$  N.

Longitude  $88^{\circ} 12' 07''$  E.

*Day.*—Carries a black half-ball at the mast head with the spherical side downwards; the hull painted red and the name of the station displayed in white letters on her side.

*Night.*—Displays a single flashing light of one second light and one second dark from a lattice work superstructure erected on the forecastle, 31 feet above the water and visible, in clear weather, 11 miles.

It also carries a fixed stern light 18 feet above the water, and visible all round the horizon.

*Note.*—The "Mermaid" wreck buoy will be removed.

**LOWER GASPAR LT. VL.**

Will be moved  $2\frac{1}{2}$  miles,  $148^{\circ}$  into the following position, in 5 fathoms, i.e., the present position of the Upper Saugor Sand buoy:—

Latitude  $21^{\circ} 24' 58''$  N.

Longitude  $88^{\circ} 09' 11''$  E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

*Note.*—The Longitudes depend on Madras Observatory being in Longitude  $80^{\circ} 14' 54.2''$  E.

**PILOT VESSEL.**

A steam pilot vessel fitted with Wireless Telegraph, painted white, with three masts and a yellow funnel, cruises off the entrance to the river Hugli in the vicinity of the Eastern Channel light-vessel, usually to the southward.

**Light exhibited from—**

During the south-west monsoon period, 15th March to 31st October, the pilot-vessel will exhibit every half hour between sunset and sunrise a searchlight beam at an elevation of  $30^{\circ}$ .

The light will be revolved from east to west through south and back again, the total period of exhibition being one minute.

*Note.*—A note with regard to this light has been placed on the charts.

*Charts affected.*—No. 814, The Sandheads, False Point to Malta river.

" 829, Cocanada to Bassein river.

" 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, Nos. 606, 607, 610.

Bay of Bengal Pilot, 1910, pages 289, 298, 290.

*Authority*—Calcutta Port Commissioners' River Notice No. 361 of 29th October 1920 and the Port Officer, Calcutta.

The 25th October 1920.

JAPAN—HOKUSHU, SOUTH COAST.

*Chikyu Misaki lighthouse—Fog-signal established.*

No. 303 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1440 of 1920), are republished :—

*Position.*—Chikyu misaki lighthouse, lat.  $42^{\circ} 18' N$ , long.  $140^{\circ} 59\frac{1}{4}' E$ .

*Description.*—A siren sounding one blast every sixty-four seconds, thus :

Blast,	silent,
4 sec.	60 sec.

*Charts affected.*—No. 3591, Iburi wan or Uchiura wan.

„ 2405, the Kuril islands.

*Publications.*—List of Lights, Part VI, 1920, No. 2100.

Japan Pilot, 1914, page 720.

*Authority.*—Tokyo Notice No. 1450 of 1920. (H. 96-20.)

JAPAN.

*Shimonoseki Kaikyo approaches—Amendments to charts with regard to shoals.*

No. 304 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1448 of 1920), are republished :—

1. Existence of shoals :

(a) *Position.*—Lat.  $33^{\circ} 59' 59'' N$ , long.  $130^{\circ} 42' 02'' E$ .

*Depth.*—Less than 6 feet.

*Note.*—Koshiki reef is to be extended to the north-westward on the charts to include this shoal.

(b) *Position.*—Lat.  $34^{\circ} 00' 10'' N$ , long.  $130^{\circ} 43' 18'' E$ .

*Depth.*— $2\frac{1}{2}$  fathoms.

*Note.*—The shoal extending southward from North Siro sima is to be extended on the charts to include this shoal and the  $3\frac{1}{2}$ -fathom depth close northward of the above position is to be expunged.

(c) *Position.*—At a distance of about 9 cables westward from Shirasu lighthouse.

Lat.  $33^{\circ} 58' 54'' N$ , long.  $130^{\circ} 46' 07'' E$ .

*Depth.*— $2\frac{1}{2}$  fathoms.

2. Decreased depth on shoals :

(a) *Position.*—Lat.  $33^{\circ} 58' 14'' N$ , long.  $130^{\circ} 43' 48'' E$ .

*Depth.*— $3\frac{1}{2}$  fathoms (rock) instead of  $4\frac{1}{2}$  fathoms shown on the charts.

(b) *Position.*—Lat.  $33^{\circ} 56' 42'' N$ , long.  $130^{\circ} 46' 25'' E$ .

*Depth.*— $4\frac{1}{2}$  fathoms instead of  $5\frac{1}{2}$  fathoms shown on the charts.

*Charts affected.*—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshu (1 (a)), (2 (a)).

*Publication.*—Japan Pilot, 1914, pages 552, 553, 554.

*Authority.*—Japanese Government Chart. (H. 951-20).

## CHINA SEA—FORMOSA ISLAND.

*Pinamu—Light re-exhibited ; Alteration in characteristics.*

*No. 305 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1449 of 1920), are republished :—

*Former Notice.*—No. 2012 of 1919. (*This office No. 6 of 1920.*)

*Position.*—In the position of the old lighthouse which was destroyed in the year 1919.

Lat.  $22^{\circ} 44\frac{1}{2}'$  N., long.  $121^{\circ} 09'$  E.

*New abridged description.*—Lt. Fl., ev. 3 sec., 56 ft., vis. 13 m.

*Alteration.*—The elevation, visibility and structure of the new light differ from those of the former light, and are now as follows :—

*Elevation.*—56 feet.

*Visibility.*—13 miles, from  $222^{\circ}$ , through west, to  $46^{\circ}$ .

*Structure.*—White octagonal concrete tower, 27 feet in height.

*Remarks.*—The character of the light is unaltered.

*Note.*—The note "Destroyed 1919" is to be expunged from the charts.

*Charts affected.*—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

*Publications.*—List of Lights, Part VI, 1920, No. 1848.

China Sea Pilot, Vol. V, 1912, page 201.

*Authority.*—Tokyo Notice No. 165 of 1920. (*H. 6081-20.*)

## JAPAN—HONSHŪ, WEST COAST—SADO.

*Haiiki Zaki—Light established.*

*No. 306 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1450 of 1920), are republished :—

*Position.*—Lat.  $38^{\circ} 19' 57''$  N., long.  $138^{\circ} 30' 45''$  E.

*Abridged description.*—Lt. Gp. Fl. (3), ev. 30 sec., 242 ft., vis. 22 m.

*Characteristics :*

*Character.*—Group flashing white showing three flashes in quick succession every thirty seconds.

*Elevation.*—242 feet.

*Visibility.*—22 miles, from  $92^{\circ}$  through south to  $358^{\circ}$ . The light may be obscured by Futatsugame summit from  $95^{\circ}$  to  $98^{\circ}$ .

*Power.*—2,000 candles.

*Structure.*—White octagonal concrete tower, 55 feet in height.

*Charts affected.*—No. 3003, Ando zaki to Otose zaki.

„ 2347, Honshū, Kinsiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1920, No. 2141.

Japan Pilot, 1914, page 650.

*Authority.*—Tokyo Notice No. 1449 of 1920. (*H. 95-20.*)



The 16th October 1920.

CHINA, EAST COAST—YANG TSE KIANG.

*Wusung River Entrance—Light-Buoy established.*

No. 301 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1388 of 1920), are republished:—

*Position.*—At a distance of 11 cables,  $190^{\circ}$ , from Wusung lighthouse.  
Lat.  $31^{\circ} 22' N.$ , long.  $121^{\circ} 29' E.$

*Description.*—A black can light-buoy named "Wusung creek buoy," exhibiting an occulting white light every eight seconds, thus:

Light.	eclipse.
4 sec.	4 sec.

*Charts affected.*—No. 1601, Wusung river or Hwang pu, with plan.  
.. 3585, Approaches to the Wusung river

*Publication.*—China Sea Pilot, Vol. V., 1912, page 391.

*Authority.*—Shanghai Notice No. 569 of 1920. (H. 5968-20.)

RED SEA—EASTERN SHORE.

KAMARAN PASSAGE—RAS-EL-BAYADH.

*Description of beacon erected.*

No. 302 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 141M. of 1920), are republished:—

*Former Notice* No. 39-M. of 1920. (This office No. 113 of 1920.)

*Position.*—At a distance of about  $7\frac{1}{2}$  cables  $135^{\circ}$  from the beacon on the Telegraph hut on Ras-el-Bayadh.

Lat.  $15^{\circ} 14' 48'' N.$   
Long.  $42^{\circ} 35' 35'' E.$  } Approx.

*Details.*—The Port Officer, Aden, reports that the new beacon on the summit of 25 feet Coral Mound, South-eastward of Ras-el-Bayadh, has now been completely erected.

*Description.*—A square masonry pillar, 20 feet high, painted in four alternate bands of black and white, each band being 5 feet in depth, the top one being black.

*Charts affected.*—No. 543, Kamaran Passage.

.. 143, Jebel Teir to Perim Island.

*Publication.*—Red Sea and Gulf of Aden Pilot, page 362.

*Authority.*—The Surveyor in Charge, Marine Survey of India.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 17, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Hy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 8th November 1920.

#### JAPAN—HONSHŪ, EAST COAST.

##### *Kesennuma Bays—Caution.*

No. 320 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1547 of 1920), are republished:—

*Position*.—O shima lighthouse, lat.  $38^{\circ} 50\frac{1}{2}'$  N., long.  $141^{\circ} 38\frac{1}{2}'$  E.

*Caution*.—The following cautionary note is to be inserted on chart No. 806 and on the plan of Kesennuma bays:—

##### “CAUTION.”

*“In vicinity of O Shima chart is reported to be inaccurate and should be used with caution.”*

*Chart affected*.—No. 806, Sendai bay to Miyako bay, with plan.

*Publication*.—Japan Pilot, 1914, page 241.

*Authority*.—Tokyo Notice No. 119 of 1920. (*H. 5355-20.*)

#### CHINA, SOUTH-EAST COAST.

##### *Hongkong—Alterations in moorings.*

No. 321 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1558 of 1920), are republished:—

##### 1. Mooring-buoys established:

(i) *Position*.—Kellett island flagstaff, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long.  $114^{\circ} 11'$  E.

Distance and bearing from Kellett island flagstaff.	Mooring-buoy.
(a) 2,720 feet, 347° ... ..	A. 28.
(b) 3,180 „ 10° ... ..	B. 29.
(c) 1,670 „ 20° ... ..	B. 30.
(d) 1,340 „ 332° ... ..	B. 31.
(e) 1,840 „ 293° ... ..	B. 32.
(f) 1,740 „ 267° ... ..	C. 34.
(g) 1,250 „ 251° ... ..	C. 33.

(ii) *Position*.—At a distance of 10 $\frac{1}{10}$  cables, 259°, from the red light on the coaling jetty situated on the western side of Kaulung peninsula.

Lat. 22° 18' N., long. 114° 08 $\frac{1}{2}$ ' E.

*Description*.—Mooring-buoy No. A. 27.

2. Mooring-buoy withdrawn :

*Position*.—At a distance of about 5 cables southward from the red light on the coaling jetty referred to above.

*Description*.—Mooring-buoy A. 21.

3. Mooring-buoys re-numbered :

*Details*.—The undermentioned mooring-buoys in the Northern fairway have been re-numbered as indicated :—

- |   |
|---|
| (a) Mooring-buoy A. 23 re-numbered A. 21. |
| (b) „ A. 25 „ A. 23.                      |
| (c) „ B. 27 „ B. 25.                      |

*Charts affected*.—No. 1459, Hongkong harbour.

„ 3279, Hongkong waters—east. 1 (i).

„ 3280, Hongkong waters—west. [All except 1 (i).]

*Authority*.—King's Harbour Master, Hongkong. (H. 9357-19 & 6224-20.)

## CHINA SEA—GULF OF SIAM.

(1) *Bang-Pla-Soi—Light discontinued.*

(2) *Rayong and Ban Yao river entrance—Information with regard to lights.*

*No. 322 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1568 of 1920), are republished :—

(1) **Bang-Pla-Soi—**

*Position*.—Lat. 13° 22' N., long. 100° 57 $\frac{1}{2}$ ' E.

*Details*.—The occasional light at Bang-Pla-Soi has been discontinued and is to be expunged from the charts.

(2) **Rayong and Ban Yao River Entrance—**

*Former Notices*.—Nos. 833 and 834 of 1920. (This office Nos. 184 and 185 of 1920.)

*Positions*.—Rayong light, lat. 12° 40' N., long. 101° 14 $\frac{1}{2}$ ' E.

Koh Chik island light, Ban Yao river entrance, lat. 12° 17 $\frac{1}{2}$ ' N., long. 102° 13' E.

*Details.*—The above lights are not unwatched as stated in the former Notices quoted above, but are both tended by light-keepers.

*Note.*—The symbol “(U)” against these lights is to be expunged from the chart.

*Charts affected.*—No. 2721, Cape Liant to Koh Kut with plan. (2).  
 „ 2720, Koh Ta kut to Cape Liant. (1).  
 „ 2414, Gulf of Siam. (1).

*Publications.*—List of Lights, Part VI, 1920, Nos. 1363, 1370, 1376.  
 China Sea Pilot, Vol. III, 1912, pages 158, 162, 170.

*Authority.*—Director of Hydrographic Office, Bangkok. (H. 6344-20.)

#### INDIA—WEST COAST—NOVA GOA.

*Mandavi River bar—Further information with regard to the depth of water.*

*No. 323 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 147M. of 1920), are republished:—

*Former Notice*—No. 137-M. of 1920. (This office No. 300 of 1920.)

*Position.*—Lat. 15° 29' N.

Long. 73° 48' E.

*Details.*—The Captain of the Ports for Portuguese India reports that the Marine Department, Nova Goa, has notified that the bar of the Mandavi River is practicable now.

The recent survey made on the 20th and 21st September 1920, at the bar of the Mandavi River and over the leading line of the “Malim” and “Campal” marks reveals a least depth of 14 feet at high water.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publication.*—West Coast of India Pilot, 1911, page 184.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 14th October 1920.

#### INDIA—WEST COAST.

*Karachi Harbour—Outer gas buoy placed in position.*

*No. 324 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 148M. of 1920), are republished:—

*Former Notice* No. 118-M. of 1920. (This Office No. 251 of 1920.)

*Position approximate.*—At a distance of about 3 $\frac{1}{2}$  cables eastward of the light on the end of the Manora break-water.

Lat. 24° 47' N.

Long. 67° 59 $\frac{1}{4}$ ' E.

*Details.*—The outer red conical buoy, exhibiting an occulting red light, and marking the eastern limit of the entrance channel has been relaid in its position.

*Charts affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

*Publications.*—West Coast of India Pilot, 1919, page 337.

Indian List of Lights, in press.

*Authority.*—The Port Officer, Karachi, Telegram, dated 19th October 1920.

## PERSIAN GULF.

*Perforated rock—Submerged object reported northward of.*

No. 325 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1920), are republished:—

*Details.*—The Master of s.s. "La'Plata" reports that he struck a submerged object approximately in the following position.

*Position.*—Lat. 26° 23' N.

Long. 56° 23' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts affected.*—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf—Eastern Sheet.

„ 748b, Indian Ocean, northern portion.

*Publication.*—Persian Gulf Pilot, 1915, page 70.

*Authority.*—The Port Officer, Bombay, dated 5th October 1920.

## INDIA—WEST COAST.

*Buoys between Alibag and Bhatkal relaid.*

No. 326 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M. of 1920), are republished:—

*Former Notice*—No. 95M of 1920. (*This office No. 199 of 1920.*)

*Details.*—The following buoys which were withdrawn during the south-west Monsoon were relaid in their respective positions on the dates noted against them:—

Alibag Buoy	...	...	28th September 1920.
Bankot Creek Buoy	...	...	27th September 1920.
Ambalgarh Reef Buoy	...	...	25th September 1920.
Malvan Fort Harbour	...	...	17th September 1920.
Malvan Johnston Castle Rock Buoy	...	...	6th September 1920.
Malvan Rajkot Fort Buoy	...	...	18th September 1920.
Chaldea Rock Buoy	...	...	19th September 1920.
Vengurla Bubra Rock Buoy	...	...	23rd September 1920.
Bhatkal Rock Buoy	...	...	28th September 1920.
Madeshwar Dart Rock Buoy	...	...	13th September 1920.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th October 1920.

## PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

*Green Island Bay to Coral Bay—Amendments to charts with regard to shoals.*

No. 307 (*Second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1472 of 1920), are republished:—

*Position.*—Green island, lat. 10° 17' N., long. 119° 29' E.

*Details.*—Amendments to the charts with regard to shoals between Green island bay and Coral bay, embodying the latest information, are shown on the accompanying reproductions of portions of charts Nos. 967, 2660b and 1263.

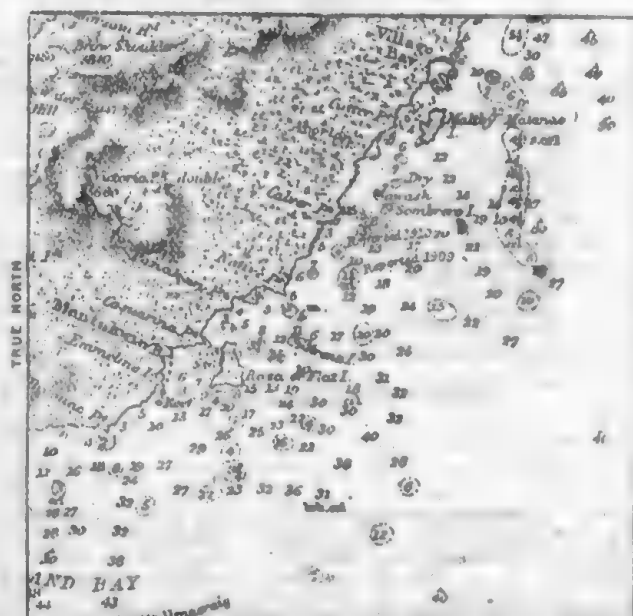
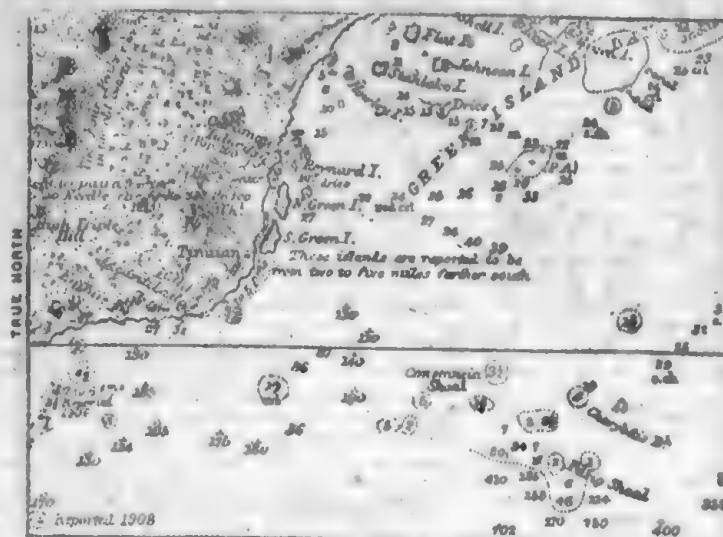
*Charts affected.*—No. 967, Palawan island.

„ 2660b, China sea, southern portion—eastern sheet.

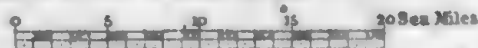
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 94 to 110.

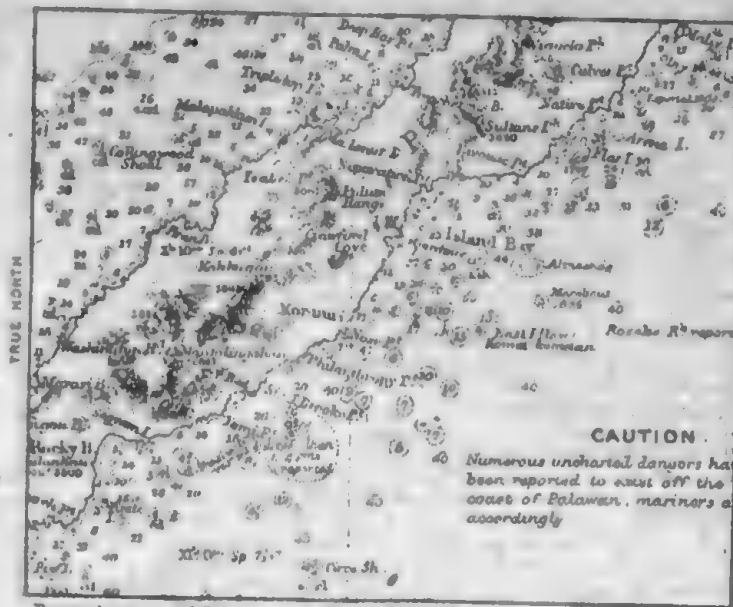
Authority.—U. S. A. Government Chart. (H. 1087-20.)



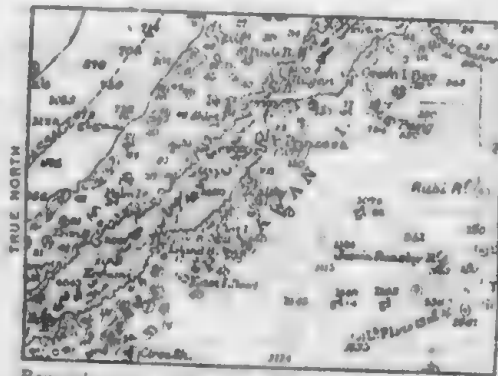
Reproduction of Portions of Chart N° 967.



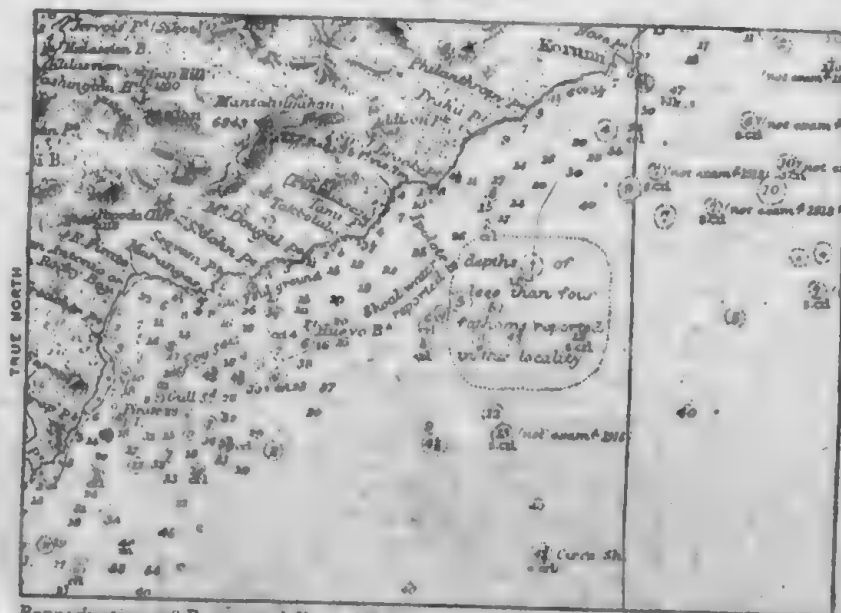




Reproduction of Portion of Chart N° 2660.



Reproduction of Portion of Chart N° 1263.



Reproduction of Portion of Chart N° 967.

## JAPAN—SHIMONOSEKI KAIKYO.

*Hiko Shima, south coast*—Light established; Light discontinued; Light buoy established.

No. 308 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1920), are republished :—

## 1. Light established :

*Position*.—On the south-western extremity of Kanenotsuru misaki, at a distance of about  $4\frac{1}{2}$  cables eastward from Manaita iwa.

Lat.  $33^{\circ} 54\frac{1}{2}'$  N., long.  $130^{\circ} 54\frac{1}{2}'$  E.

*Abridged description*.—(U) Lt. Occ., *ev.* 6 sec., 33 ft., *vis.* 11 m.

*Characteristics* :

*Character*.—Occulting white every six seconds, thus :

Light,	eclipse.
3 sec.	3 sec.

*Elevation*.—33 feet.

*Visibility*.—11 miles.

*Power*.—200 candles.

*Structure*.—White wooden pole, 30 feet in height.

*Remarks*.—This light is unwatched.

## 2. Light discontinued :

*Position*.—On Manaita iwa.

Lat.  $33^{\circ} 54\frac{1}{2}'$  N., long.  $130^{\circ} 53\frac{1}{2}'$  E.

*Description*.—A fixed green light.

*Remarks*.—It is intended to demolish the beacon from which the light was formerly exhibited.

## 3. Light-buoy established :

*Position*.—At a distance of  $2\frac{3}{8}$  cables,  $304^{\circ}$ , from the site of Manaita iwa light beacon.

Lat.  $34^{\circ} 55'$  N., long.  $130^{\circ} 53\frac{1}{2}'$  E.

*Description*.—Black conical light-buoy exhibiting a fixed green light.

*Charts affected*.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo. (1 and 2).

„ 2875, Naikai (Seto uchi) or Inland sea. (1 and 2).

*Publications*.—List of Lights, Part VI, 1920, No. 1920.

Japan Pilot, 1914, page 570.

*Authority*.—Tokyo, Department of Communications, Notices Nos. 1119 and 1187 of 1920. (H. 5951-20.)

## NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

*Channel Rocks light-vessel*—Light reported irregular.

No. 309 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1492 of 1920), are republished :—

*Former Notice*.—No. 1367 of 1920. (This office No. 297 of 1920.)

*Position*.—On the north-eastern edge of the Channel rocks.

Lat.  $46^{\circ} 36\frac{1}{2}'$  S., long.  $168^{\circ} 21\frac{1}{2}'$  E.

*Details*.—The occulting white light of this light vessel is not working satisfactorily, and until further notice no reliance must be placed on it.

*Note*.—The note “(Reported irregr. 1920)” is to be placed against the light on the charts.

*Charts affected*.—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

*Publications*.—List of Lights, Part VI, 1920, No. 3057.

New Zealand Pilot, 1919, page 466.

*Authority*.—Wellington Notice No. 43 of 1920. (H. 6279-20.)

## CHINA SEA—GULF OF SIAM.

*Bangkok River approach—Wreck removed; Wreck-marking vessel withdrawn.*

*No. 310 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1920), are republished:—*

*Former Notice.—No. 1366 of 1920. (This office No. 296 of 1920.)*

*Position.—At a distance of about 2½ cables northward from the Outer bar light-vessel, and 10½ cables south-eastward from Regent light.*

*Lat. 13° 28' N., long. 100° 34½' E.*

*Details.—The wreck of the steamboat has been removed from the above position and the wreck-marking vessel withdrawn.*

*Chart affected.—No. 999, Menam Chau fya or Bangkok river.*

*Authority.—Bangkok Notice No. 118 of 1920. (H. 6307-20.)*

## JAPAN—INLAND SEA, GULF OF OSAKA.

*(1) Hyogo Bay—Amendments to charts; Wrecks removed.*

*(2) Kobe Bay—Lights discontinued.*

*No. 311 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1506 of 1920), are republished:—*

**(1) Hyogo Bay.**

*Position.—Wada misaki lighthouse, lat. 34° 39' N., long. 135° 11' E.*

*Details.—The accompanying reproductions of portions of charts Nos. 2265, 16 and 3566 show the following necessary amendments in Hyogo bay:—*

- (a) Partial completion of breakwater.*
- (b) Positions of light-buoys and mooring-buoys.*
- (c) Positions of lights on piers.*
- (d) Withdrawal of quarantine light-vessel.*

*Remarks.—It will be observed that no wrecks are shown on the reproductions. With the exception of the wreck situated at a distance of 16 cables, 47° from Wada misaki lighthouse, all wrecks within a radius of 2 miles of the lighthouse have been removed or dispersed and are to be expunged from the charts.*

**(2) Kobe Bay.**

*Position.—No. 1 pier head, lat. 34° 40½' N., long. 135° 12' E.*

*Details.—All the fixed red lights formerly shown at the outer ends of Nos. 1, 2, 3 and 4 piers together with the three red lights which marked the area under reclamation north-eastward of No. 1 pier, have been discontinued and are to be expunged from the charts.*

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

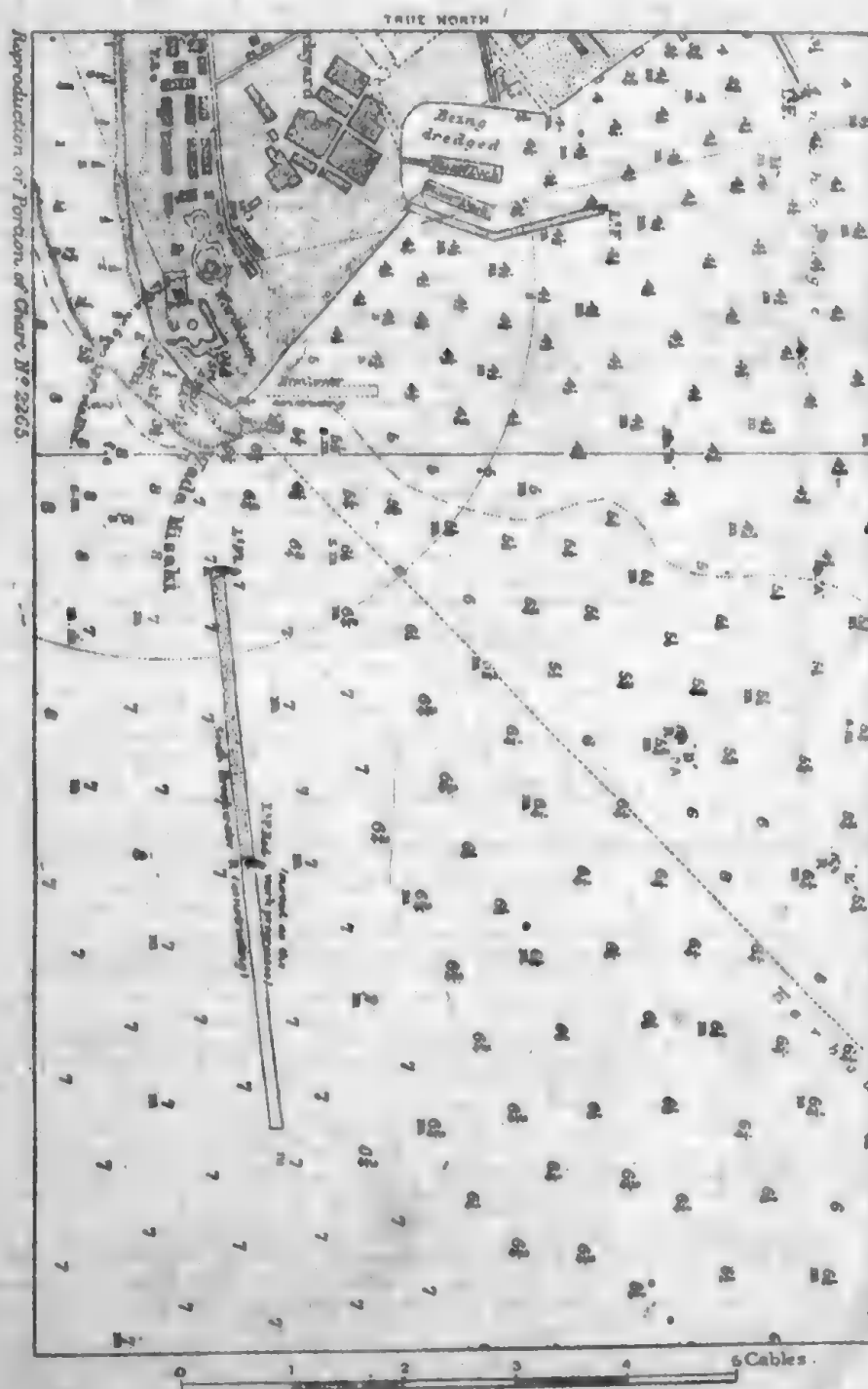
„ 3566, Izumi nada and Harima nada.

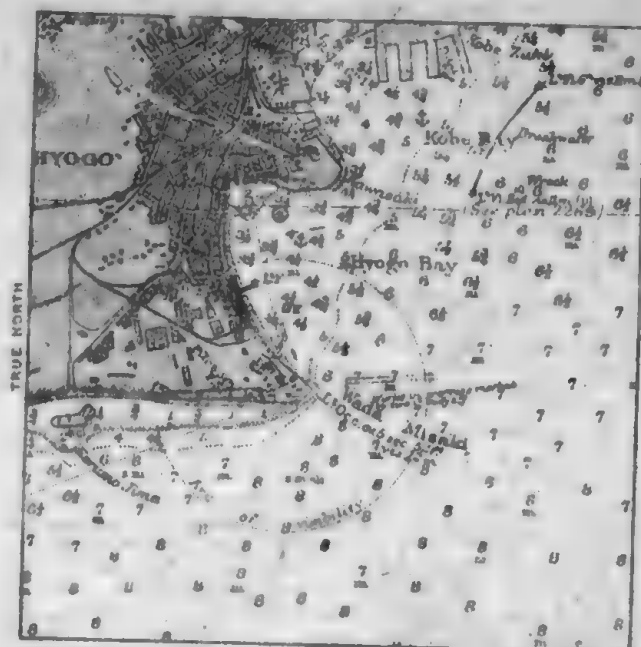
„ 2875, Naikai (Seto uchi) or Inland sea.

• *Publications.*—List of lights, Part VI, 1920, Nos. 1994, 1995.

Japan Pilot, 1914, pages 277, 278, 279, 280 ; Supplement No. 4, 1920.

*Authority*.—H. M. S. Hawkins. Hyd. Note No. 4 of 1920. (H. 5225-20.)





Reproduction of Portion of Chart No. 16.

Cables 10 0 1 2 Sea Miles



Reproduction of Portion of Chart No. 3566.

0 1 2 3 Sea Miles

### JAPAN—HONSHU, SOUTH COAST.

*Daio Zaki (Taio Saki)—Existence of shoals south-eastward and northward of.*

No. 312 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1507 of 1920), are republished:—

- (1) *Position*.—At a distance of about  $3\frac{1}{2}$  cables south-eastward from Daio zaki, and  $3\frac{1}{10}$  cables,  $187^{\circ}$  from the centre of Daio iwa.

Lat.  $34^{\circ} 16\frac{1}{2}'$  N., long.  $136^{\circ} 54\frac{1}{2}'$  E.

*Depth*.— $4\frac{1}{2}$  fathoms (rock).

- (2) *Position*.—At a distance of about  $2\frac{1}{2}$  miles northward from Daio zaki and  $2\frac{1}{2}$  cables,  $10^{\circ}$  from the north-eastern extremity of the point northward of Shijima village.

Lat.  $34^{\circ} 19\frac{1}{2}'$  N., long.  $136^{\circ} 54'$  E.

*Depth*.— $4\frac{1}{2}$  fathoms (rock).

(3) *Position*.—At a distance of  $1\frac{1}{2}$  cables,  $40^{\circ}$  from (2).

*Depth*.— $4\frac{1}{2}$  fathoms.

(4) *Position*.—At a distance of 2 cables,  $40^{\circ}$  from (2).

*Depth*.— $4\frac{1}{2}$  fathoms.

*Charts affected*.—No. 994, Yeboshi bana to Anori zaki.

„ 952, Owashi wan to Atsumi wan.

*Publication*.—Japan Pilot, 1914, page 156.

*Authority*.—Japanese Government Chart. (H. 952-20.)

#### INDIAN OCEAN—SEYCHELLES GROUP.

*Bird Island*.—Shoal reported westward of.

*No. 313 (Second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1519 of 1920), are republished :—

*Position*.—At a distance of about 5 miles westward from Bird island.

Lat.  $8^{\circ} 45' 00''$  S., long.  $56^{\circ} 07' 50''$  E.

*Description*.—A shoal of about 5 cables in extent, on which one sounding of 9 fathoms was obtained, with probably less water in places.

*Note*.—The above position is to be surrounded on the chart by a danger line, with the note “*Shoal repd. (1920).*”

*Chart affected*.—No. 721, Seychelles group, &c.

*Publication*.—South Indian Ocean Pilot, 1911, page 46.

*Authority*.—H. M. S. *Highflyer*, Hyd. Note No. 1 of 1920. (H. 6173-20.)

#### CHINA SEA—SOUTHERN PORTION.

*Pulo Sapatu*.—Bank reported eastward of.

*No. 314 (Second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1527 of 1920), are republished :—

*Position (approximate)*.—At a distance of about 51 miles eastward from Pulo Sapatu.

Lat.  $10^{\circ} 02' 00''$  N., long.  $110^{\circ} 00' 00''$  E.

*Details*.—Soundings of 29 fathoms were obtained by SS. *Gold Shell* in January 1920, on passage from Singapore to Tsing tau, the middle of the line of soundings being in the above position.

*Note*.—A depth of 29 fathoms with an incomplete danger line is to be inserted on the charts with the note “*Repd. (1920) P.A.*”

*Charts affected*.—No. 2660a, China sea, southern portion—western sheet.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

*Publication*.—China Sea Pilot, Vol. III, 1912, page 106.

*Authority*.—U.S.A. Hyd. Office Notice No. 2963 of 1920. (H. 6550-20.)



## AUSTRALIA—EAST COAST. NORTHUMBERLAND ISLANDS

*High Peak Island—Intended new light.**No. 315 (Second publication).—**Subject.*—It is proposed to establish a flashing white light (U) on High Peak Island, on or about 31st December 1920.*Position.*—On summit of islet (200 feet) off eastern extreme of High Peak Island.Lat.  $21^{\circ} 57' S.$ , long.  $150^{\circ} 43' E.$ , on chart No. 346.*Details—**Character.*—*Flashing White Light*, showing one flash every five seconds, thus:—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{4}$ secs.

*Elevation.*—215 feet.*Visibility.*—20 miles.*Power.*—5,000 candles.*Structure.*—Lantern painted white, carried on square concrete cylinder house. Height 22 feet.*Remarks.*—The light will be unwatched.The light will be visible from about  $110^{\circ}$  (S.  $78^{\circ}$  E. Mag.), through south, west and north, to  $40^{\circ}$  (N.  $32^{\circ}$  E. Mag.); obscured elsewhere.*Note.*—No further notice will be given.

*Charts affected.*—No. 346, Keppel Isles to Percy Isles.  
 „ 808, Approaches to Shoalwater Bay.  
 „ 2763, Coral Sea and Great Barrier Reefs, sheet 1.  
 „ 2759a, Australia, northern portion.  
 „ 780, Pacific Ocean, south-west sheet.

*Publication.*—Australia Pilot, Vol. IV, 1917, pages 97 and 98.*Authority.*—Melbourne Notice No. 21 of 1920.

## AUSTRALIA, EAST COAST—INNER BARRIER ROUTE.

*V. Reef—Beacon discontinued.**No. 316 (Second publication).—**Subject.*—The square black beacon formerly situated on the north-west end of V. Reef, 3 miles eastward of Hannibal Islands, has been discontinued.*Position.*—Lat.  $11^{\circ} 35' S.$ , long.  $143^{\circ} 00' E.$ , on chart No. 2919

*Charts affected.*—No. 2919, Cape Grenville to Cape York.  
 „ 2354, Cape Grenville to Booby Island.  
 „ 2764, Coral Sea and Great Barrier Reefs, sheet II.

*Publication.*—Australia Pilot, Vol. IV, 1917, page 293.*Authority.*—Melbourne Notice No. 22 of 1920.

## AFRICA—EAST COAST.

*Lindi River—Prohibited anchorage abolished.*

*No. 317 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1920), are republished:—

*Former Notice.*—No. 66M. of 1919. (*This Office No. 305 of 1919.*)

*Position.*—Lat.  $9^{\circ} 59' S$ .

Long.  $39^{\circ} 44' E$ .

*Details.*—The submarine cable at Lindi no longer exists.

*Date removed.*—Picked up in April 1919 by the Eastern Telegraph Company.

*Charts affected.*—No. 681, Lindi River.

.. 1808, Cape Delgado to Kilwa.

*Publication.*—East Coast of Africa Pilot, Part III, 1915, page 329.

*Authority.*—Director, Royal Indian Marine, Bombay.

## INDIA, WEST COAST—DELTA OF THE INDUS.

*Baghiar Mouth—Barges broken adrift, south-westward of.*

*No. 318 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 145M. of 1920), are republished:—

*Position.*—At a distance of about 25½ miles  $215^{\circ}$  from Baghiar Mouth, Mull beacon.

Lat.  $23^{\circ} 32' N$ .

Long.  $67^{\circ} 26' E$ .

*Details.*—The Master of SS. "Bombay" reports that the barges Nos. 41 and 42 have broken adrift, owing to the stress of weather, and they appear to be drifting inshore.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 118, Kediwari Mouth to Nirani Creek.

.. 39, Sind and Kutch Coasts.

.. 826, Karachi to Vengurla.

*Authority.*—Marine Transport Officer, Kiamari (Karachi), Telegram, dated 14th October 1920.

## INDIA, BAY OF BENGAL.

## HUGLI RIVER APPROACH, SANDHEADS.

- |                                  |     |                                  |
|----------------------------------|-----|----------------------------------|
| (1) Eastern Channel light-vessel | ... | } Alterations in positions, etc. |
| (2) Intermediate light-vessel    | ... |                                  |
| (3) Lower Gaspar light-vessel    | ... |                                  |

The "Mermaid" wreck buoy removed.

Cruising Station, etc., of the Pilot vessel.

*No. 319 I (second publication)—*

*Subject.*—It is hereby notified that, on or about the 1st January 1921, the following light vessels off the mouth of the river Hugli will be placed in new positions, details of which and of the pilot vessel are given below:—

**EASTERN CHANNEL LT. VL.**

Will be moved  $3\frac{1}{2}$  miles due south into the following position in 22 fathoms:—

Latitude  $20^{\circ} 53' 00''$  N.  
Longitude  $88^{\circ} 12' 07''$  E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

**INTERMEDIATE LT. VL.**

Will be moved  $2\frac{1}{2}$  miles due south into the following position in  $7\frac{1}{2}$  fathoms:—

Latitude  $21^{\circ} 11' 20''$  N.  
Longitude  $88^{\circ} 12' 07''$  E.

*Day.*—Carries a black half-ball at the mast head with the spherical side downwards; the hull painted red and the name of the station displayed in white letters on her side.

*Night.*—Displays a single flashing light of one second light and one second dark from a lattice work superstructure erected on the forecastle, 31 feet above the water and visible, in clear weather, 11 miles.

It also carries a fixed stern light 18 feet above the water, and visible all round the horizon.

*Note.*—The "Mermaid" wreck buoy will be removed.

**LOWER GASPAB LT. VL.**

Will be moved  $2\frac{1}{2}$  miles,  $148^{\circ}$  into the following position, in 5 fathoms, i.e., the present position of the Upper Saugor Sand buoy:—

Latitude  $21^{\circ} 24' 58''$  N.  
Longitude  $88^{\circ} 09' 11''$  E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

*Note.*—The Longitudes depend on Madras Observatory being in Longitude  $80^{\circ} 14' 54.2''$  E.

**PILOT VESSEL.**

A steam pilot vessel fitted with Wireless Telegraph, painted white, with three masts and a yellow funnel, cruises off the entrance to the river Hugli in the vicinity of the Eastern Channel light-vessel, usually to the southward.

**Light exhibited from—**

During the south-west monsoon period, 15th March to 31st October, the pilot-vessel will exhibit every half hour between sunset and sunrise a searchlight beam at an elevation of  $30^{\circ}$ .

The light will be revolved from east to west through south and back again, the total period of exhibition being one minute.

*Note.*—A note with regard to this light has been placed on the charts.

*Charts affected.*—No. 814, The Sandheads, False Point to Malta river.

" 829, Cocanada to Bassein river.

" 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, Nos. 606, 607, 610.

Bay of Bengal Pilot, 1910, pages 289, 298, 290.

*Authority.*—Calcutta Port Commissioners' River Notice No. 361 of 29th October 1920 and the Port Officer, Calcutta.

The 25th October 1920.

JAPAN—HOKUSHU, SOUTH COAST.

*Chikyu Misaki lighthouse—Fog-signal established.*

No. 303 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1440 of 1920), are republished:—

*Position.*—Chikyu misaki lighthouse, lat.  $42^{\circ} 18' N$ , long.  $140^{\circ} 59\frac{1}{2}' E$ .

*Description.*—A siren sounding one blast every sixty-four seconds, thus:

Blast,	silent,
4 sec.	60 sec.

*Charts affected.*—No. 3591, Iburi wan or Uchiura wan.

„ 2405, the Kuril islands.

*Publications.*—List of Lights, Part VI, 1920, No. 2100.

Japan Pilot, 1914, page 720.

*Authority.*—Tokyo Notice No. 1450 of 1920. (H. 96-20.)

JAPAN.

*Shimonoseki Kaikyo approaches—Amendments to charts with regard to shoals.*

No. 304 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1448 of 1920), are republished:—

1. Existence of shoals:

(a) *Position.*—Lat.  $33^{\circ} 59' 59'' N$ , long.  $130^{\circ} 42' 02'' E$ .

*Depth.*—Less than 6 feet.

*Note.*—Koshiki reef is to be extended to the north-westward on the charts to include this shoal.

(b) *Position.*—Lat.  $34^{\circ} 00' 10'' N$ , long.  $130^{\circ} 43' 18'' E$ .

*Depth.*— $2\frac{1}{2}$  fathoms.

*Note.*—The shoal extending southward from North Siro sima is to be extended on the charts to include this shoal and the  $3\frac{1}{2}$ -fathom depth close northward of the above position is to be expunged.

(c) *Position.*—At a distance of about 9 cables westward from Shirasu lighthouse.

Lat.  $33^{\circ} 58' 54'' N$ , long.  $130^{\circ} 46' 07'' E$ .

*Depth.*— $2\frac{1}{2}$  fathoms.

2. Decreased depth on shoals:

(a) *Position.*—Lat.  $33^{\circ} 58' 14'' N$ , long.  $130^{\circ} 43' 48'' E$ .

*Depth.*— $3\frac{1}{2}$  fathoms (rock) instead of  $4\frac{1}{2}$  fathoms shown on the charts.

(b) *Position.*—Lat.  $33^{\circ} 56' 42'' N$ , long.,  $130^{\circ} 46' 25'' E$ .

*Depth.*— $4\frac{1}{2}$  fathoms instead of  $5\frac{1}{2}$  fathoms shown on the charts.

*Charts affected.*—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshu (1 (a)).  
(2 (a)).

*Publication.*—Japan Pilot, 1914, pages 552, 553, 554.

*Authority.*—Japanese Government Chart. (H. 951-20).

CHINA SEA—FORMOSA ISLAND.

*Pinanun—Light re-exhibited ; Alteration in characteristics.*

*No. 305 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1449 of 1920), are republished :—

*Former Notice.*—No. 2012 of 1919. (*This office No. 6 of 1920.*)

*Position.*—In the position of the old lighthouse which was destroyed in the year 1919.

Lat.  $22^{\circ} 44'$  N., long.  $121^{\circ} 09'$  E.

*New abridged description.*—Lt. Fl., ev. 3 sec., 56 ft., vis. 13 m.

*Alteration.*—The elevation, visibility and structure of the new light differ from those of the former light, and are now as follows :—

*Elevation.*—56 feet.

*Visibility.*—13 miles, from  $222^{\circ}$ , through west, to  $46^{\circ}$ .

*Structure.*—White octagonal concrete tower, 27 feet in height.

*Remarks.*—The character of the light is unaltered.

*Note.*—The note "Destroyed 1919" is to be expunged from the charts.

*Charts affected.*—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Lian-tung.

*Publications.*—List of Lights, Part VI, 1920, No. 1848.

China Sea Pilot, Vol. V, 1912, page 201.

*Authority.*—Tokyo Notice No. 165 of 1920. (*H. 6081-20.*)

JAPAN—HONSHŪ, WEST COAST—SADO.

*Haiiki Zaki—Light established.*

*No. 306 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1450 of 1920), are republished :—

*Position.*—Lat.  $38^{\circ} 19' 57''$  N., long.  $138^{\circ} 30' 45''$  E.

*Abridged description.*—Lt. Gp. Fl. (3), ev. 30 sec., 242 ft., vis. 22 m.

*Characteristics :*

*Character.*—Group flashing white showing three flashes in quick succession every thirty seconds.

*Elevation.*—242 feet.

*Visibility.*—22 miles, from  $92^{\circ}$  through south to  $358^{\circ}$ . The light may be obscured by Futatsugame summit from  $95^{\circ}$  to  $98^{\circ}$ .

*Power.*—2,000 candles.

*Structure.*—White octagonal concrete tower, 55 feet in height.

*Charts affected.*—No. 3003, Ando zaki to Otose zaki.

„ 2347, Honshū, Kinsiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1920, No. 2141.

Japan Pilot, 1914, page 650.

*Authority.*—Tokyo Notice No. 1449 of 1920. (*H. 95-20.*)

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 24, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 15th November 1920.

#### INDIA—EAST COAST—BAY OF BENGAL.

*Madras Harbour, Breakwater—Non-exhibition of temporary light.*

*No. 327 (first publication).—*

The temporary fixed red light at the north end of break-water visible three miles referred to in this office Notice to Mariners No. 177 of 1920 will not be exhibited from 1st November 1920 until further notice.

*Authority.—Madras Notice No. 34 of 1st November 1920.*

#### AUSTRALIA—SOUTH COAST—BASS STRAIT.

*Deal Island Light—Intended alteration in Characteristics—Signal Station to be discontinued.*

*No. 328 (first publication).—*

*Subject.—*The Revolving White Light on Deal Island will be replaced by a Group Flashing White Light (U), and further, that the Signal Station will be discontinued on or about 1st February, 1921.

*Position.—*On summit of Deal Island, South West end.

Lat. 39° 29' S., Long. 147° 19' E. on Chart No. 1695a.

*Character.—*Group Flashing White Light showing three flashes in quick succession every nine seconds thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.



*Power.*—3000 candles.

*Visibility.*—17 miles.

*Caution.*—The Light will not be visible within a radius of about 4 miles of Deal Island.

*Remarks.*—The Light will be unwatched.  
The Signal Station will be discontinued.  
The other details of the light will remain unchanged.

*Note.*—No further notice will be issued.

*Charts affected.*—No. 1695a, Bass Strait, eastern sheet.  
„ 3169, Port Phillip to Gabo Island.  
„ 2759b, Australia, southern portion.  
„ 788, Melbourne to Cape Horn, western sheet.  
„ 1694, Plans of Anchorages in Bass Strait—  
Murray Pass.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2502.  
Australia Pilot, Vol. II, 1918, pages 210 and 211.

*Authority.*—Melbourne Notice No. 23 of 1920.

*The 8th November 1920.*

#### JAPAN—HONSHŪ, EAST COAST.

##### *Kesennuma Bays—Caution.*

*No. 320 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1547 of 1920), are republished:—

*Position.*—O shima lighthouse, lat.  $38^{\circ} 50\frac{1}{2}'$  N., long.  $141^{\circ} 38\frac{1}{2}'$  E.

*Caution.*—The following cautionary note is to be inserted on chart No. 806 and on the plan of Kesennuma bays:—

##### “CAUTION.”

*“In vicinity of O Shima chart is reported to be inaccurate and should be used with caution.”*

*Chart affected.*—No. 806, Sendai bay to Miyako bay, with plan.

*Publication.*—Japan Pilot, 1914, page 241.

*Authority.*—Tokyo Notice No. 119 of 1920. (H. 5355-20.)

#### CHINA, SOUTH-EAST COAST.

##### *Hongkong—Alterations in moorings.*

*No. 321 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1558 of 1920), are republished:—

##### 1. Mooring-buoys established:

(i) *Position.*—Kellett island flagstaff, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long.  $114^{\circ} 11'$  E.

Distance and bearing from  
Kellett island flagstaff.

Mooring-buoy.

(a)	2,720 feet,	347°	...	...	...	A. 28.
(b)	3,180	"	10°	...	...	B. 29.
(c)	1,670	"	20°	...	...	B. 30.
(d)	1,340	"	332°	...	...	B. 31.
(e)	1,840	"	293°	...	...	B. 32.
(f)	1,740	"	267°	...	...	C. 34.
(g)	1,250	"	251°	...	...	C. 33.

(ii) *Position*.—At a distance of 10 $\frac{1}{2}$  cables, 259°, from the red light on the coaling jetty situated on the western side of Kaulung peninsula.

Lat. 22° 18' N., long. 114° 08 $\frac{1}{2}$ ' E.

*Description*.—Mooring-buoy No. A. 27.

2. Mooring-buoy withdrawn :

*Position*.—At a distance of about 5 cables southward from the red light on the coaling jetty referred to above.

*Description*.—Mooring-buoy A. 21.

3. Mooring-buoys re-numbered :

*Details*.—The undermentioned mooring-buoys in the Northern fairway have been re-numbered as indicated :—

(a) Mooring-buoy A. 23 re-numbered A. 21.

(b) " A. 25 " A. 23.

(c) " B. 27 " B. 25.

*Charts affected*.—No. 1459, Hongkong harbour.

" 3279, Hongkong waters—east. 1 (i).

" 3280, Hongkong waters—west. [All except 1 (i).]

*Authority*.—King's Harbour Master, Hongkong. (H. 9357-19 & 6224-20.)

# CHINA SEA—GULF OF SIAM.

(1) *Bang-Pla-Soi—Light discontinued.*

(2) *Rayong and Ban Yao river entrance—Information with regard to lights.*

No. 322 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1568 of 1920), are republished :—

(1) **Bang-Pla-Soi—**

*Position*.—Lat. 13° 22' N., long. 100° 57 $\frac{1}{2}$ ' E.

*Details*.—The occasional light at Bang-Pla-Soi has been discontinued and is to be expunged from the charts.

(2) **Rayong and Ban Yao River Entrance—**

*Former Notices*.—Nos. 833 and 834 of 1920. (This office Nos. 184 and 185 of 1920.)

*Positions*.—Rayong light, lat. 12° 40' N., long. 101° 14 $\frac{1}{2}$ ' E.

Koh Chik island light, Ban Yao river entrance, lat. 12° 17 $\frac{1}{2}$ ' N., long. 102° 13' E.

*Details.*—The above lights are not unwatched as stated in the former Notices quoted above, but are both tended by light-keepers.

*Note.*—The symbol “(U)” against these lights is to be expunged from the chart.

*Charts affected.*—No. 2721, Cape Liant to Koh Kut, with plan. (2).

„ 2720, Koh Ta kut to Cape Liant. (1).

„ 2414, Gulf of Siam. (1).

*Publications.*—List of Lights, Part VI, 1920, Nos. 1363, 1370, 1376.  
China Sea Pilot, Vol. III, 1912, pages 158, 162, 170.

*Authority.*—Director of Hydrographic Office, Bangkok. (H. 6344-20.)

#### INDIA—WEST COAST—NOVA GOA.

*Mandavi River bar*—Further information with regard to the depth of water.

*No. 323 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 147M. of 1920), are republished:—

*Former Notice*—No. 137-M. of 1920. (This office No. 300 of 1920.)

*Position.*—Lat. 15° 29' N.

Long. 73° 48' E.

*Details.*—The Captain of the Ports for Portuguese India reports that the Marine Department, Nova Goa, has notified that the bar of the Mandavi River is practicable now.

The recent survey made on the 20th and 21st September 1920, at the bar of the Mandavi River and over the leading line of the “Malim” and “Campal” marks reveals a least depth of 14 feet at high water.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publication.*—West Coast of India Pilot, 1919, page 184.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 14th October 1920.

#### INDIA—WEST COAST.

*Karachi Harbour*—Outer gas buoy placed in position.

*No. 324 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 148M. of 1920), are republished:—

*Former Notice* No. 118-M. of 1920. (This Office No. 251 of 1920.)

*Position approximate.*—At a distance of about 3 $\frac{7}{10}$  cables eastward of the light on the end of the Manora break-water.

Lat. 24° 47' N.

Long. 67° 59 $\frac{1}{2}$ ' E.

*Details.*—The outer red conical buoy, exhibiting an occulting red light, and marking the eastern limit of the entrance channel has been relaid in its position.

*Charts affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

*Publications.*—West Coast of India Pilot, 1919, page 337.

Indian List of Lights, in press.

*Authority.*—The Port Officer, Karachi, Telegram, dated 19th October 1920.

## PERSIAN GULF.

*Perforated rock—Submerged object reported northward of.*

*No. 325 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1920), are republished :—

*Details.*—The Master of s.s. "La'Plata" reports that he struck a submerged object approximately in the following position.

*Position.*—Lat.  $26^{\circ} 23' N.$   
Long.  $56^{\circ} 23' E.$

*Caution.*—Mariners are hereby warned accordingly.

*Charts affected.*—No. 753, Entrance of the Persian Gulf.  
" 2837a, Persian Gulf—Eastern Sheet.  
" 748b, Indian Ocean, northern portion.

*Publication.*—Persian Gulf Pilot, 1915, page 70.

*Authority.*—The Port Officer, Bombay, dated 5th October 1920.

## INDIA—WEST COAST.

*Buoys between Alibag and Bhatkal relaid.*

*No. 326 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M. of 1920), are republished :—

*Former Notice*—No. 95M. of 1920. (*This office No. 199 of 1920.*)

*Details.*—The following buoys which were withdrawn during the south-west Monsoon were relaid in their respective positions on the dates noted against them :—

Alibag Buoy	...	...	28th September 1920.
Bankot Creek Buoy	...	...	27th September 1920.
Ambalgarh Reef Buoy	...	...	25th September 1920.
Malvan Fort Harbour	...	...	17th September 1920.
Malvan Johnston Castle Rock Buoy	...	...	6th September 1920.
Malvan Rajkot Fort Buoy	...	...	18th September 1920.
Chaldea Rock Buoy	...	...	19th September 1920.
Vengurla Bubra Rock Buoy	...	...	23rd September 1920.
Bhatkal Rock Buoy	...	...	28th September 1920.
Madeshwar Dart Rock Buoy	...	...	13th September 1920.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th October 1920.

*The 1st November 1920.*

## PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

*Green Island Bay to Coral Bay—Amendments to charts with regard to shoals.*

*No. 307 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1472 of 1920), are republished :—

*Position.*—Green island, lat.  $10^{\circ} 17' N.$ , long.  $119^{\circ} 29' E.$

*Details.*—Amendments to the charts with regard to shoals between Green island bay and Coral bay, embodying the latest information, are shown on the accompanying reproductions of portions of charts Nos. 967, 2660b and 1263.

*Charts affected.*—No. 967, Palawan island.

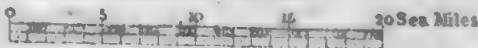
" 2660b, China sea, southern portion—eastern sheet.  
" 1263, China sea.

Publication—Eastern Archipelago Pilot, Part I, 1911, pages 94 to 110.

Authority—U. S. A. Government Chart. (H. 1087-20.)

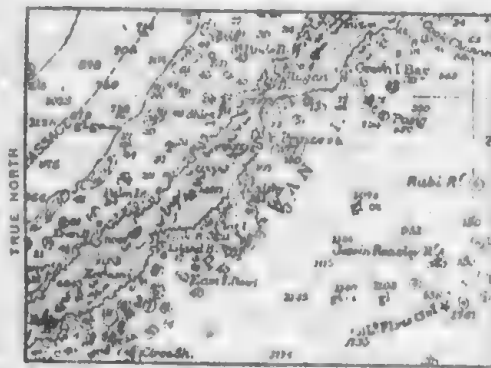


Reproduction of Portions of Chart No 967.





Reproduction of Portion of Chart N° 2660B



Reproduction of Portion of Chart N° 1263



Reproduction of Portion of Chart N° 967





## JAPAN—SHIMONOSEKI KAIKYO.

*Hiko Shima, south coast—Light established; Light discontinued: Light buoy established.*

*No. 308 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1920), are republished:—*

## 1. Light established:

*Position.*—On the south-western extremity of Kanenotsurumisaki, at a distance of about  $4\frac{1}{2}$  cables eastward from Manaita iwa.

*Lat.*  $33^{\circ} 54\frac{1}{2}'$  N., *long.*  $130^{\circ} 54\frac{1}{2}'$  E.

*Abridged description.*—(U) Lt. Occ., *ev.* 6 sec., 33 ft., *vis.* 11 m.

*Characteristics:*

*Character.*—Occulting white every six seconds, thus:

Light,	eclipse.
$\frac{3}{3}$ sec.	$\frac{3}{3}$ sec.

*Elevation.*—33 feet.

*Visibility.*—11 miles.

*Power.*—200 candles.

*Structure.*—White wooden pole, 30 feet in height.

*Remarks.*—This light is unwatched.

## 2. Light discontinued:

*Position.*—On Manaita iwa.

*Lat.*  $33^{\circ} 54\frac{1}{2}'$  N., *long.*  $130^{\circ} 53\frac{1}{2}'$  E.

*Description.*—A fixed green light.

*Remarks.*—It is intended to demolish the beacon from which the light was formerly exhibited.

## 3. Light-buoy established:

*Position.*—At a distance of  $2\frac{1}{10}$  cables,  $304^{\circ}$ , from the site of Manaita iwa light beacon.

*Lat.*  $34^{\circ} 55'$  N., *long.*  $130^{\circ} 53\frac{1}{2}'$  E.

*Description.*—Black conical light-buoy exhibiting a fixed green light.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo. (1 and 2).

„ 2875, Naikai (Seto uchi) or Inland sea. (1 and 2).

*Publications.*—List of Lights, Part VI, 1920, No. 1920.

Japan Pilot, 1914, page 570.

*Authority.*—Tokyo, Department of Communications, Notices Nos. 1119 and 1187 of 1920. (H. 5951-20.)

## NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

*Channel Rocks light-vessel—Light reported irregular.*

*No. 309 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1492 of 1920), are republished:—*

*Former Notice.*—No. 1367 of 1920. (This office No. 297 of 1920.)

*Position.*—On the north-eastern edge of the Channel rocks.

*Lat.*  $46^{\circ} 36\frac{1}{2}'$  S., *long.*  $168^{\circ} 21\frac{1}{2}'$  E.

*Details.*—The occulting white light of this light vessel is not working satisfactorily, and until further notice no reliance must be placed on it.

*Note.*—The note “(Reported irregr. 1920)” is to be placed against the light on the charts.

*Charts affected.*—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

*Publications.*—List of Lights, Part VI, 1920, No. 3057.

New Zealand Pilot, 1919, page 466.

*Authority.*—Wellington Notice No. 43 of 1920. (H. 6279-20.)

## CHINA SEA—GULF OF SIAM.

*Bangkok River approach—Wreck removed: Wreck-marking vessel withdrawn.*

*No. 310 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1920), are republished:—

*Former Notice.—*No. 1366 of 1920. (*This office No. 296 of 1920.*)

*Position.—*At a distance of about 2½ cables northward from the Outer bar light vessel, and 10½ cables south-eastward from Regent light.

Lat. 13° 28' N., long. 100° 34½' E.

*Details.—*The wreck of the steamboat has been removed from the above position and the wreck-marking vessel withdrawn.

*Chart affected.—*No. 999, Menam Chau fya or Bangkok river.

*Authority.—*Bangkok Notice No. 118 of 1920. (*H. 6307-20.*)

## JAPAN—INLAND SEA, GULF OF OSAKA.

(1) *Hyogo Bay—Amendments to charts; Wrecks removed.*

(2) *Kobe Bay—Lights discontinued.*

*No. 311 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1506 of 1920), are republished:—

(1) **Hyogo Bay.**

*Position.—*Wada misaki lighthouse, lat. 34° 39' N., long. 135° 11' E.

*Details.—*The accompanying reproductions of portions of charts Nos. 2265, 16 and 3566 show the following necessary amendments in Hyogo bay:—

- (a) Partial completion of breakwater.
- (b) Positions of light-buoys and mooring-buoys.
- (c) Positions of lights on piers.
- (d) Withdrawal of quarantine light-vessel.

*Remarks.—*It will be observed that no wrecks are shown on the reproductions. With the exception of the wreck situated at a distance of 16 cables, 47° from Wada misaki lighthouse, all wrecks within a radius of 2 miles of the lighthouse have been removed or dispersed and are to be expunged from the charts.

(2) **Kobe Bay.**

*Position.—*No. 1 pier head, lat. 34° 40½' N., long. 135° 12' E.

*Details.—*All the fixed red lights formerly shown at the outer ends of Nos. 1, 2, 3 and 4 piers together with the three red lights which marked the area under reclamation north-eastward of No. 1 pier, have been discontinued and are to be expunged from the charts.

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

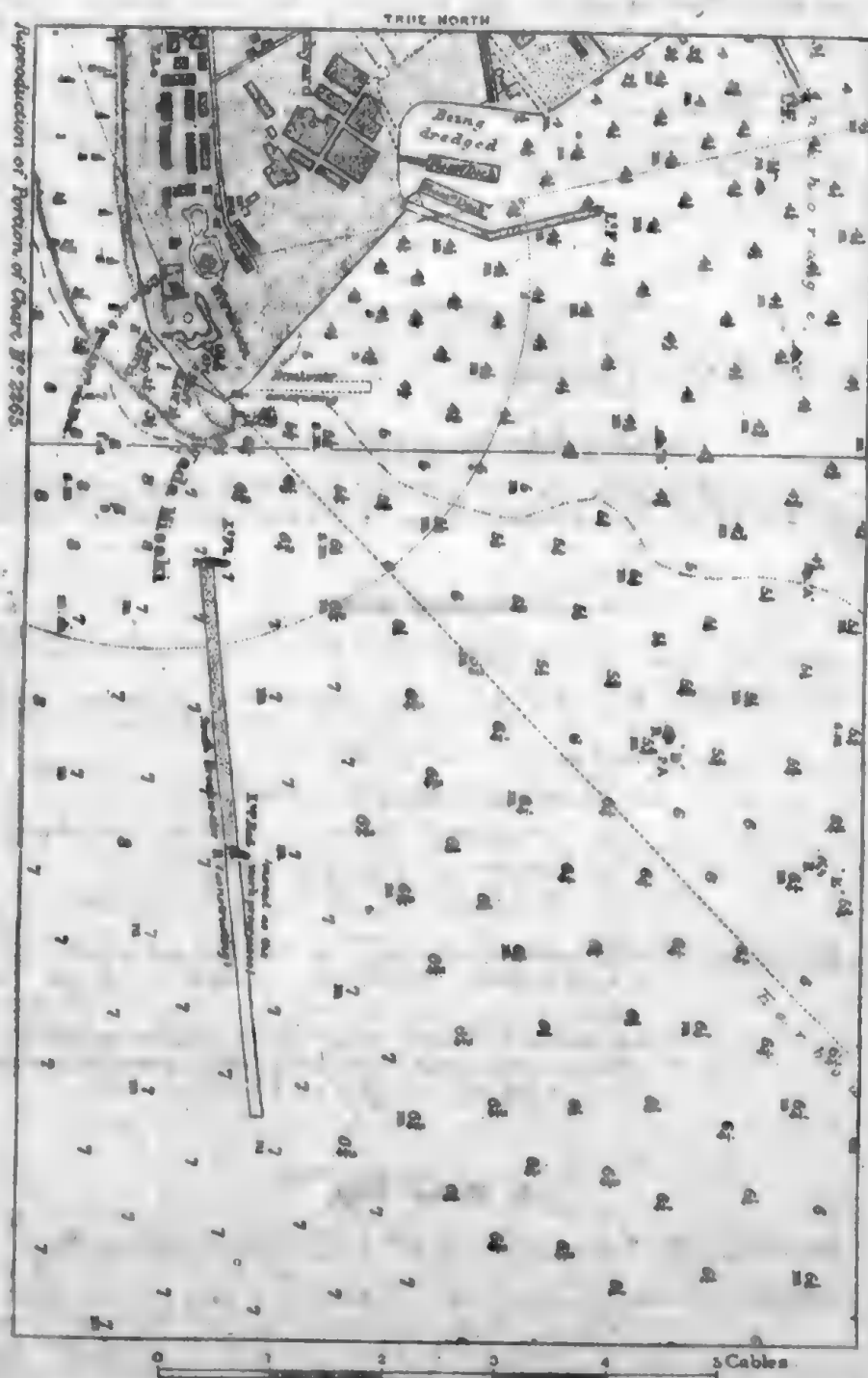
„ 3566, Izumi nada and Harima nada.

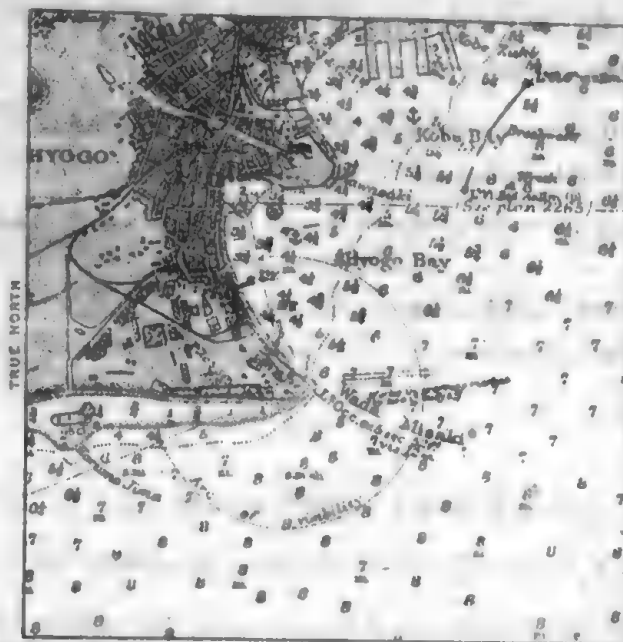
„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of lights, Part VI, 1920, Nos. 1994, 1995.

Japan Pilot, 1914, pages 277, 278, 279, 280 ; Supplement No. 4, 1920.

*Authority.*—H. M. S. Hawkins. Hyd. Note No. 4 of 1920. (H. 5225-20.)





Reproduction of Portion of Chart No. 16.

Cables 10 0 1 2 Sea Miles



Reproduction of Portion of Chart No. 3566.

0 1 2 Sea Miles

## JAPAN—HONSHU, SOUTH COAST.

*Daio Zaki (Taio Saki)*—Existence of shoals south-eastward and northward of.

No. 312 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1507 of 1920), are republished:—

- (1) *Position*.—At a distance of about  $3\frac{1}{2}$  cables south-eastward from Daio zaki, and  $3\frac{1}{10}$  cables,  $187^{\circ}$  from the centre of Daio iwa.

Lat.  $34^{\circ} 16\frac{1}{2}'$  N., long.  $136^{\circ} 54\frac{1}{2}'$  E.

*Depth*.— $4\frac{1}{2}$  fathoms (rock).

- (2) *Position*.—At a distance of about  $2\frac{1}{2}$  miles northward from Daio zaki and  $2\frac{1}{2}$  cables,  $40^{\circ}$  from the north-eastern extremity of the point northward of Shijima village.

Lat.  $34^{\circ} 19\frac{1}{2}'$  N., long.  $136^{\circ} 54'$  E.

*Depth*.— $4\frac{1}{2}$  fathoms (rock).

(3) *Position*.—At a distance of  $1\frac{1}{2}$  cables,  $40^{\circ}$  from (2).

*Depth*.— $4\frac{1}{2}$  fathoms.

(4) *Position*.—At a distance of 2 cables,  $40^{\circ}$  from (2).

*Depth*.— $4\frac{1}{2}$  fathoms.

*Charts affected*.—No. 994, Yeboshi bana to Anori zaki.

„ 952, Owashi wan to Atsumi wan.

*Publication*.—Japan Pilot, 1914, page 156.

*Authority*.—Japanese Government Chart. (H. 952-20.)

#### INDIAN OCEAN—SEYCHELLES GROUP.

*Bird Island—Shoal reported westward of.*

No. 313 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1519 of 1920), are republished :—

*Position*.—At a distance of about 5 miles westward from Bird island.

Lat.  $8^{\circ} 45'$  ( $00''$ ) S., long.  $56^{\circ} 07' 50''$  E.

*Description*.—A shoal of about 5 cables in extent, on which one sounding of 9 fathoms was obtained, with probably less water in places.

*Note*.—The above position is to be surrounded on the chart by a danger line, with the note "*Shoal repd. (1920).*"

*Chart affected*.—No. 721, Seychelles group, &c.

*Publication*.—South Indian Ocean Pilot, 1911, page 46.

*Authority*.—H. M. S. *Highflyer*, Hyd. Note No. 1 of 1920. (H. 6173-20)

#### CHINA SEA—SOUTHERN PORTION.

*Pulo Sapatu—Bank reported eastward of.*

No. 314 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1527 of 1920), are republished :—

*Position (approximate)*.—At a distance of about 51 miles eastward from Pulo Sapatu.

Lat.  $10^{\circ} 02' 00''$  N., long.  $110^{\circ} 00' 00''$  E.

*Details*.—Soundings of 29 fathoms were obtained by SS. *Gold Shell* in January 1920, on passage from Singapore to Tsing tau, the middle of the line of soundings being in the above position.

*Note*.—A depth of 29 fathoms with an incomplete danger line is to be inserted on the charts with the note "*Repd. (1920) P.A.*"

*Charts affected*.—No. 2660a, China sea, southern portion—western sheet.

„ 1263, China sea, etc.

„ 748b, Indian ocean—northern portion.

*Publication*.—China Sea Pilot, Vol. III, 1912, page 106.

*Authority*.—U.S.A. Hyd. Office Notice No. 2963 of 1920. (H. 6550-20.)

## AUSTRALIA—EAST COAST. NORTHUMBERLAND ISLANDS.

*High Peak Island—Intended new light.**No. 315 (third publication).—**Subject.*—It is proposed to establish a flashing white light (U) on High Peak Island, on or about 31st December 1920.*Position.*—On summit of islet (200 feet) off eastern extreme of High Peak Island.Lat.  $21^{\circ} 57' S.$ , long.  $150^{\circ} 43' E.$ , on chart No. 346.*Details—**Character.*—*Flashing White Light*, showing one flash every five seconds, thus:—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Elevation.*—215 feet.*Visibility.*—20 miles.*Power.*—5,000 candles.*Structure.*—Lantern painted white, carried on square concrete cylinder house. Height 22 feet.*Remarks.*—The light will be unwatched.The light will be visible from about  $110^{\circ}$  (S.  $78^{\circ}$  E. Mag.), through south, west and north, to  $40^{\circ}$  (N.  $32^{\circ}$  E. Mag.); obscured elsewhere.*Note.*—No further notice will be given.*Charts affected.*—No. 346, Keppel Isles to Percy Isles.

" 808, Approaches to Shoalwater Bay.

" 2763, Coral Sea and Great Barrier Reefs, sheet 1.

" 2759a, Australia, northern portion.

" 780, Pacific Ocean, south-west sheet.

*Publication.*—Australia Pilot, Vol. IV, 1917, pages 97 and 98.*Authority.*—Melbourne Notice No. 21 of 1920.

## AUSTRALIA, EAST COAST—INNER BARRIER ROUTE.

*V. Reef—Beacon discontinued.**No. 316 (third publication).—**Subject.*—The square black beacon formerly situated on the north-west end of V. Reef, 3 miles eastward of Hannibal Islands, has been discontinued.*Position.*—Lat.  $11^{\circ} 35' S.$ , long.  $143^{\circ} 00' E.$ , on chart No. 2919*Charts affected.*—No. 2919, Cape Grenville to Cape York.

" 2354, Cape Grenville to Booby Island.

" 2764, Coral Sea and Great Barrier Reefs, sheet II.

*Publication.*—Australia Pilot, Vol. IV, 1917, page 293.*Authority.*—Melbourne Notice No. 22 of 1920.



AFRICA—EAST COAST.

*Lindi River—Prohibited anchorage abolished.*

No. 317 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1920), are republished:—

*Former Notice.*—No. 66M. of 1919. (*This Office No. 305 of 1919.*)

*Position.*—Lat. 9° 59' S.

Long. 39° 44' E.

*Details.*—The submarine cable at Lindi no longer exists.

*Date removed.*—Picked up in April 1919 by the Eastern Telegraph Company.

*Charts affected.*—No. 681, Lindi River.

„ 1808, Cape Delgado to Kilwa.

*Publication.*—East Coast of Africa Pilot, Part III, 1915, page 329.

*Authority.*—Director, Royal Indian Marine, Bombay.

INDIA, WEST COAST—DELTA OF THE INDUS.

*Baghiar Mouth—Barges broken adrift, south-westward of.*

No. 318 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 145M. of 1920), are republished:—

*Position.*—At a distance of about 25½ miles 215° from Baghiar Mouth, Mull beacon.

Lat. 23° 32' N.

Long. 67° 26' E.

*Details.*—The Master of SS. “Bombay” reports that the barges Nos. 41 and 42 have broken adrift, owing to the stress of weather, and they appear to be drifting inshore.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 118, Kediwari Mouth to Nirani Creek,

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

*Authority.*—Marine Transport Officer, Kiamari (Karachi), Telegram, dated 14th October 1920.

INDIA, BAY OF BENGAL.

HUGLI RIVER APPROACH, SANDHEADS.

- |                                  |     |                                  |
|----------------------------------|-----|----------------------------------|
| (1) Eastern Channel light-vessel | ... | } Alterations in positions, etc. |
| (2) Intermediate light-vessel    | ... |                                  |
| (3) Lower Gaspar light-vessel    | ... |                                  |

The “Mermaid” wreck buoy removed.

Cruising Station, etc., of the Pilot vessel.

*No. 319 I (third publication)—*

*Subject.*—It is hereby notified that, on or about the 1st January 1921, the following light vessels off the mouth of the river Hugli will be placed in new positions, details of which and of the pilot vessel are given below :—

**EASTERN CHANNEL LT. VL.**

Will be moved  $3\frac{1}{2}$  miles due south into the following position in 22 fathoms :—

Latitude  $20^{\circ} 53' 00''$  N.  
Longitude  $88^{\circ} 12' 07''$  E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

**INTERMEDIATE LT. VL.**

Will be moved  $2\frac{1}{2}$  miles due south into the following position in  $7\frac{1}{2}$  fathoms :—

Latitude  $21^{\circ} 11' 20''$  N.  
Longitude  $88^{\circ} 12' 07''$  E.

*Day.*—Carries a black half-ball at the mast head with the spherical side downwards; the hull painted red and the name of the station displayed in white letters on her side.

*Night.*—Displays a single flashing light of one second light and one second dark from a lattice work superstructure erected on the forecastle, 31 feet above the water and visible, in clear weather, 11 miles.

It also carries a fixed stern light 18 feet above the water, and visible all round the horizon.

*Note.*—The "Mermaid" wreck buoy will be removed.

**LOWER GASPAR LT. VL.**

Will be moved  $2\frac{1}{2}$  miles,  $148^{\circ}$  into the following position, in 5 fathoms, i.e., the present position of the Upper Saugor Sand buoy :—

Latitude  $21^{\circ} 24' 58''$  N.  
Longitude  $88^{\circ} 09' 11''$  E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

*Note.*—The Longitudes depend on Madras Observatory being in Longitude  $80^{\circ} 14' 54.2''$  E.

**PILOT VESSEL.**

A steam pilot vessel fitted with Wireless Telegraph, painted white, with three masts and a yellow funnel, cruises off the entrance to the river Hugli in the vicinity of the Eastern Channel light-vessel, usually to the southward.

**Light exhibited from—**

During the south-west monsoon period, 15th March to 31st October, the pilot-vessel will exhibit every half hour between sunset and sunrise a searchlight beam at an elevation of  $30^{\circ}$ .

The light will be revolved from east to west through south and back again, the total period of exhibition being one minute.

*Note.*—A note with regard to this light has been placed on the charts.

*Charts affected.*—No. 814, The Sandheads, False Point to Malta river.

" 829, Cocanada to Bassein river.

" 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1920, Nos. 606, 607, 610.  
Bay of Bengal Pilot, 1910, pages 289, 298, 290.

*Authority.*—Calcutta Port Commissioners' River Notice No. 361 of 29th October 1920 and the Port Officer, Calcutta.

W. K. THYNE, COMDR., R.I.M.,  
Deputy Port Officer, Calcutta.



# The Calcutta Gazette

WEDNESDAY, DECEMBER 1, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Deputy Port Officer, Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 24th November 1920.

### INDIA—WEST COAST.

*Bombay Approach—Caution with regard to fishing stakes.*

*No. 329 (first publication)*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 153M. of 1920), are republished:—

*Position*—At a distance of about  $9\frac{1}{2}$  miles  $224^{\circ}$ , from Prong's Light-house.

Lat.  $18^{\circ} 46' N.$

Long.  $72^{\circ} 41' E.$

*Details*—Telegraphic information, dated 21st September 1920, has been received from the Master of S.S. "Karoa" that a group of fishing stakes exists in the above position, and it stretches lengthwise in the direction of  $120^{\circ}$  towards Kundari Island.

*Caution*—Mariners are warned to keep clear of these stakes which are considered to be dangerous to navigation, as they lie in the track of vessels approaching Bombay from the southward.

*Charts affected*—No. 737, Arnala Islands to Kundari Island.  
„ 2736, Gulf of Kutch to Viziadrug.

*Publication*—West Coast of India Pilot, 1919, page 224.

*Authority*—The Port Officer, Bombay, dated 23rd October 1920.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

*Pilot Vessel Replaced by a Steam Tug.*

No. 330 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 156M. of 1920), are republished :—

*Position*—Shatt-al-Arab light-Vessel.

Lat.  $29^{\circ} 44\frac{1}{2}'$  N.

Long.  $48^{\circ} 48\frac{1}{2}'$  E.

*Details*—Telegraphic message, dated 25th October 1920, has been received from Basra that the steam Pilot vessel, stationed near the Shatt-al-Arab Light Vessel, has been replaced by a steam Tug.

*Remarks*—The position remains unchanged.

*Chart affected*—No. 1235, Mouth of the Euphrates.

*Authority*—The Port Officer, Bombay, dated 27th October 1920.

INDIA—WEST COAST.

*Rajpuri Point—"Whale Reef" buoy replaced in position.*

No. 331 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 157M. of 1920), are republished :—

*Former Notice*—Calcutta Notice No. 175 of 1920.

*Position (approximate)*—Lat.  $18^{\circ} 17'$  N.  
Long.  $72^{\circ} 54\frac{1}{2}'$  E.

*Details*—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the south-west monsoon, was replaced in position on the 17th October 1920.

*Charts affected*—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

*Authority*—The Collector and Political Agent, Kolaba, dated Alibag, 23rd October 1920.

INDIA—WEST COAST.

*Tellicherry Anchorage—Buoy off Talayi replaced in position.*

No. 332 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 158M. of 1920), are republished :—

*Former Notice* No. 52-M. of 1919. (*This office No. 224 of 1919.*)

*Position*—At a distance of about 1 mile and 7 cables  $147^{\circ}$  from Tellicherry Light house.

Lat  $11^{\circ} 43' 25''$  N.

Long.  $75^{\circ} 29' 20''$  E. } On chart No. 747.

*Details*—The small spherical buoy, marking the pinnacle rock, has been replaced in its position.

*Remarks*—Vessels entering Talayi anchorage should pass to the southward of the buoy as before.

*Charts affected*—No. 1322, Anchorage on the west coast of India.  
„ 747, Mount Dilli to Calicut.

*Publication*—West Coast of India Pilot, 1919, page 149.

*Authority*—Presidency Port Officer, Madras, Notice to Mariners No. 30 of 1920.

INDIA—WEST COAST.—DELTA OF THE INDUS.

*Further reports of the Barge broken adrift.*

No. 333 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 159M. of 1920), are republished :—

*Former Notice* No. 145-M. of 1920. (*This office No. 318 of 1920.*)

*Position.*—Lat. 23° 30' N.  
Long. 67° 44' E.

*Details.*—Further report of the position of the barge broken adrift, notified in the former notice, has been received from the Master of S.S. "Barjora" that he passed a barge marked "Port 42" floating in the above position.

*Caution.*—This barge has drifted in a 97° direction since first reported, at an average rate of about 1 mile a day.

*Note.*—Barge No. 41 has been picked up.

*Charts temporarily affected.*—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

*Authority.*—Port Officer, Karachi, telegram, dated 29th October 1920.

INDIA, WEST—TRAVANCORE COAST.—KOLACHEL ANCHORAGE.

*Patna rock, red buoy—Replaced in position.*

No. 334 (*first publication*).—With reference to Notice to Mariners No. 136 of 1920 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated the 17th September 1920, that the Patna rock red buoy has been replaced in position.

INDIA—WEST, TRAVANCORE COAST.

*Entrance to Quilon Inner Anchorage—Buoys replaced in position.*

No. 335 (*first publication*).—With reference to this office Notice to Mariners No. 135 of 1920, the Principal Port Officer, Travancore, Alleppey, has given further notice dated 16th October 1920, that the buoys marking the entrance to the Inner Anchorage, Quilon, have been replaced in the following positions :—

North (red) buoy bears from the Quilon flagstaff N. 59° E. Mag., distance about 8½ cables.

South (black) buoy bears from the Quilon flagstaff N. 33½° E. Mag., distance about 9½ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Road, inset on sheet XII, West Coast of India, with reference to these buoys.

*Note.*—The flagstaff and the tall red chimney of Messrs. Harrison & Crossfield when in one bears N. 45½° E. Mag. and leads over the South edge of the 4½ fathom patch in the entrance channel. The chimney should be kept open slightly to the south when passing through the channel.

BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel—Temporarily replaced by a country brig.*

No. 336-1 (first publication).—

*Subject.*—The South Patches light-vessel "Sarauti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 100-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side. By day she will carry a black ball on her starboard foretop sail yardarm, and by night she will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

*Position.*—Lat.  $21^{\circ} 29' N.$ , long.  $91^{\circ} 37' E.$

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

*Publications.*—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 13th November 1920.

BAY OF BENGAL.

BURMA, COAST, BASSEIN RIVER APPROACH.

*Diamond Island—Existence of a wreck off.*

No. 337 (first publication).—

*Subject.*—A small craft with 2 masts showing 3 and 5 feet above water and in the track of vessels using the northern channel is reported to have sunk in 6 fathoms.

*Position (approximate).*—At a distance of 5 miles, S.  $44^{\circ} E.$ , from Diamond Island.

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 830, Bassein river to Palo Penang, etc.

„ 823, Koronge Island to White Point.

„ 834, Bassein river and approaches.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegram, dated the 23rd November 1920.

The 15th November 1920.

INDIA—EAST COAST—BAY OF BENGAL.

*Madras Harbour, Breakwater—Non-exhibition of temporary light.*

No. 327 (second publication).—

The temporary fixed red light at the north end of break-water visible three miles referred to in this office Notice to Mariners No. 177 of 1920 will not be exhibited from 1st November 1920 until further notice.

*Authority.*—Madras Notice No. 34 of 1st November 1920.



AUSTRALIA—SOUTH COAST—BASS STRAIT.

*Deal Island Light—Intended alteration in Characteristics—Signal Station to be discontinued.*

No. 328 (second publication).—

*Subject.*—The Revolving White Light on Deal Island will be replaced by a Group Flashing White Light (U), and further, that the Signal Station will be discontinued on or about 1st February, 1921.

*Position.*—On summit of Deal Island, South West end.

Lat.  $39^{\circ} 29' S.$ , Long.  $147^{\circ} 19' E.$  on Chart No. 1695a.

*Character.*—Group Flashing White Light showing three flashes in quick succession every nine seconds thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

*Power.*—3000 candles.

*Visibility.*—17 miles.

*Caution.*—The Light will not be visible within a radius of about 4 miles of Deal Island.

*Remarks.*—The Light will be unwatched.

The Signal Station will be discontinued.

The other details of the light will remain unchanged.

*Note.*—No further notice will be issued.

*Charts affected.*—No. 1695a, Bass Strait, eastern sheet.

„ 3169, Port Phillip to Gabo Island.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet.

„ 1694, Plans of Anchorages in Bass Strait—Murray Pass.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2502.

Australia Pilot, Vol. II, 1918, pages 210 and 211.

*Authority.*—Melbourne Notice No. 23 of 1920.

The 8th November 1920.

JAPAN—HONSHŪ, EAST COAST.

*Kesennuma Bays—Caution.*

No. 320 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1547 of 1920), are republished:—

*Position.*—Oshima lighthouse, lat.  $38^{\circ} 50\frac{1}{2}' N.$ , long.  $141^{\circ} 38\frac{1}{2}' E.$

*Caution.*—The following cautionary note is to be inserted on chart No. 806 and on the plan of Kesennuma bays:—

“CAUTION.”

“In vicinity of Oshima chart is reported to be inaccurate and should be used with caution.”

*Chart affected.*—No. 806, Sendai bay to Miyako bay, with plan.

*Publication.*—Japan Pilot, 1914, page 241.

*Authority.*—Tokyo Notice No. 119 of 1920. (H. 5355-20.)

CHINA, SOUTH-EAST COAST.

*Hongkong—Alterations in moorings.*

No. 321 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1558 of 1920), are republished:—

1. Mooring-buoys established:

(i) *Position.*—Kellett island flagstaff, lat.  $22^{\circ} 17\frac{1}{2}' N.$ , long.  $114^{\circ} 11' E.$

Distance and bearing from Kellett island flagstaff.	Mooring-buoy.
(a) 2,720 feet, 347° ... ..	A. 28.
(b) 3,180 " 10° ... ..	B. 29.
(c) 1,670 " 20° ... ..	B. 30.
(d) 1,340 " 332° ... ..	B. 31. "
(e) 1,840 " 293° ... ..	B. 32.
(f) 1,740 " 267° ... ..	C. 34.
(g) 1,250 " 251° ... ..	C. 33.

(ii) *Position*.—At a distance of 10 $\frac{1}{2}$  cables, 259°, from the red light on the coaling jetty situated on the western side of Kaulung peninsula.

Lat. 22° 18' N., long. 114° 08 $\frac{1}{2}$ ' E.

*Description*.—Mooring-buoy No. A. 27.

2. Mooring-buoy withdrawn :

*Position*.—At a distance of about 5 cables southward from the red light on the coaling jetty referred to above.

*Description*.—Mooring-buoy A. 21.

3. Mooring-buoys re-numbered :

*Details*.—The undermentioned mooring-buoys in the Northern fairway have been re-numbered as indicated :—

- |                                    |        |
|------------------------------------|--------|
| (a) Mooring-buoy A. 23 re-numbered | A. 21. |
| (b) " A. 25 "                      | A. 23. |
| (c) " B. 27 "                      | B. 25. |

*Charts affected*.—No. 1459, Hongkong harbour.

" 3279, Hongkong waters—east. 1 (i).

" 3280, Hongkong waters—west. [All except 1 (i).]

*Authority*.—King's Harbour Master, Hongkong. (H. 9357-19 & 6224-20.)

CHINA SEA—GULF OF SIAM.

(1) *Bang-Pla-Soi—Light-discontinued.*

(2) *Rayong and Ban Yao river entrance—Information with regard to lights.*

*No. 322 (third publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1568 of 1920), are republished :—

(1) **Bang-Pla-Soi—**

*Position*.—Lat. 13° 22' N., long. 100° 57 $\frac{1}{2}$ ' E.

*Details*.—The occasional light at Bang-Pla-Soi has been discontinued and is to be expunged from the charts.

(2) **Rayong and Ban Yao River Entrance—**

*Former Notices*.—Nos. 833 and 834 of 1920. (This office Nos. 184 and 185 of 1920.)

*Positions*.—Rayong light, lat. 12° 40' N., long. 101° 14 $\frac{1}{2}$ ' E.

Koh Chik island light, Ban Yao river entrance, lat. 12° 17 $\frac{1}{2}$ ' N., long. 102° 13' E.

*Details.*—The above lights are not unwatched as stated in the former Notices quoted above, but are both tended by light-keepers.

*Note.*—The symbol "(U)" against these lights is to be expunged from the chart.

*Charts affected.*—No. 2721, Cape Liant to Koh Kut with plan. (2).  
 „ 2720, Koh Ta kut to Cape Liant. (1).  
 „ 2414, Gulf of Siam. (1).

*Publications.*—List of Lights, Part VI, 1920, Nos. 1363, 1370, 1376.  
 China Sea Pilot, Vol. III, 1912, pages 158, 162, 170.

*Authority.*—Director of Hydrographic Office, Bangkok. (H. 6344-20.)

#### INDIA—WEST COAST—NOVA GOA.

*Mandavi River bar*—Further information with regard to the depth of water.

*No. 323 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 147M. of 1920), are republished :—

*Former Notice*—No. 137-M. of 1920. (This office No. 300 of 1920.)

*Position.*—Lat. 15° 29' N.

Long. 73° 48' E.

*Details.*—The Captain of the Ports for Portuguese India reports that the Marine Department, Nova Goa, has notified that the bar of the Mandavi River is practicable now.

The recent survey made on the 20th and 21st September 1920, at the bar of the Mandavi River and over the leading line of the "Malim" and "Campal" marks reveals a least depth of 14 feet at high water.

*Chart affected.*—No. 492, Aguada to St. George Island.

*Publication.*—West Coast of India Pilot, 1919, page 184.

*Authority.*—His Britannic Majesty's Consul for Goa, dated 14th October 1920.

#### INDIA—WEST COAST.

*Karachi Harbour*—Outer gas buoy placed in position.

*No. 324 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 148M. of 1920), are republished :—

*Former Notice* No. 118-M. of 1920. (This Office No. 251 of 1920.)

*Position approximate.*—At a distance of about 3½ cables eastward of the light on the end of the Manora break-water.

Lat. 24° 47' N.

Long. 67° 59½' E.

*Details.*—The outer red conical buoy, exhibiting an occulting red light, and marking the eastern limit of the entrance channel has been relaid in its position.

*Charts affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

*Publications.*—West Coast of India Pilot, 1919, page 337.

Indian List of Lights, in press.

*Authority.*—The Port Officer, Karachi, Telegram, dated 19th October 1920.

### PERSIAN GULF.

*Perforated rock—Submerged object reported northward of.*

*No. 325 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1920), are republished :—

*Details.*—The Master of s.s. "La'Plata" reports that he struck a submerged object approximately in the following position.

*Position.*—Lat. 26° 23' N.  
Long. 56° 23' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts affected.*—No. 753, Entrance of the Persian Gulf.  
" 2837a, Persian Gulf—Eastern Sheet.  
" 748b, Indian Ocean, northern portion.

*Publication.*—Persian Gulf Pilot, 1915, page 70.

*Authority.*—The Port Officer, Bombay, dated 5th October 1920.

### INDIA—WEST COAST.

*Buoys between Alibag and Bhatkal relaid.*

*No. 326 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M. of 1920), are republished :—

*Former Notice*—No. 95M. of 1920. (*This office No. 199 of 1920.*)

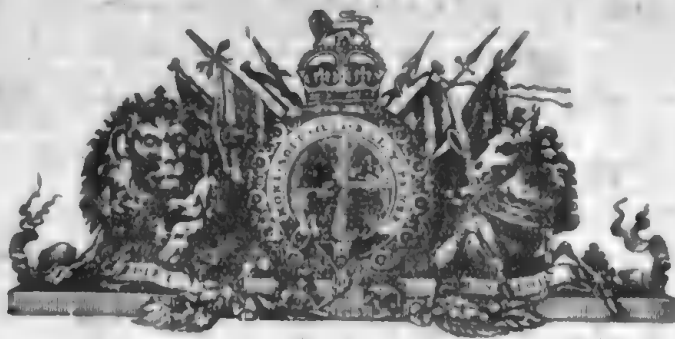
*Details.*—The following buoys which were withdrawn during the south-west Monsoon were relaid in their respective positions on the dates noted against them :—

Alibag Buoy	...	28th September 1920.
Bankot Creek Buoy	...	27th September 1920.
Ambalgarh Reef Buoy	...	25th September 1920.
Malvan Fort Harbour	...	17th September 1920.
Malvan Johnston Castle Rock Buoy	...	6th September 1920.
Malvan Rajkot Fort Buoy	...	18th September 1920.
Chaldea Rock Buoy	...	19th September 1920.
Vengurla Bubra Rock Buoy	...	23rd September 1920.
Bhatkal Rock Buoy	...	28th September 1920.
Madeshwar Dart Rock Buoy	...	13th September 1920.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th October 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, DECEMBER 8, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Offg. Port Officer of Calcutta.*

C. B. BAYLEY,  
*Try. Secy. to the Govt. of Bengal.*

CALCUTTA, the 30th November 1920.

### INDIA—WEST COAST.

#### DELTA OF THE INDUS.

##### *Beacon at the Tursian Mouth re-erected.*

*No. 338 (first publication).*—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920) are republished:—

*Former Notice.*—Calcutta Notice No. 283 of 1920.

*Subject.*—The beacon is reported to have been re-erected.

*Position.*—Latitude  $24^{\circ} 5' 20''$  N.

Longitude  $67^{\circ} 23' 27''$  E.

*Elevation.*—54 feet.

*Structure.*—Single spar with three planks in form of a triangle.

*Charts affected.*—No. 118, Kediwari mouth to Nirani Creek.

.. 39, Coasts of Sind and Cutch.

.. 41, Cape Monze to Kediwari mouth.

*Publication.*—West coast of India Pilot, 1919, page 33C.

*Authority.*—Chief Collector of Customs in Sind.

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs reef light-buoy—Light extinguished.**No. 39 (first publication).—**Subject.*—The light of Prongs reef buoy has been extinguished until further notice.*Position.*—Lat.  $18^{\circ} 52' N.$ , long.  $72^{\circ} 49\frac{1}{2}' E.$ *Charts affected.*—No. 2621, Bombay harbour.

,, 737, Arnala island to Kundari island.

*Publication.*—West Coast of India Pilot, 1919, page 223.*Authority.*—Director of the Royal Indian Marine, Bombay, telegram, dated 29th November 1920.

## INDIA—WEST COAST.

*Bombay Approach—Caution with regard to fishing stakes.**No. 329 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 155M. of 1920), are republished :—*Position.*—At a distance of about  $9\frac{1}{2}$  miles  $224^{\circ}$ , from Prong's Light-house.Lat.  $18^{\circ} 46' N.$ Long.  $72^{\circ} 41' E.$ *Details.*—Telegraphic information, dated 21st September 1920, has been received from the Master of S.S. "Karoa" that a group of fishing stakes exists in the above position, and it stretches lengthwise in the direction of  $120^{\circ}$  towards Kundari Island.*Caution.*—Mariners are warned to keep clear of these stakes which are considered to be dangerous to navigation, as they lie in the track of vessels approaching Bombay from the southward.*Charts affected.*—No. 737, Arnala Islands to Kundari Island.

,, 2736, Gulf of Kutch to Viziadrug.

*Publication.*—West Coast of India Pilot, 1919, page 224.*Authority.*—The Port Officer, Bombay, dated 23rd October 1920.

## PERSIAN GULF—SHATT-AL-ARAB APPROACH.

*Pilot Vessel Replaced by a Steam Tug.**No. 330 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 156M. of 1920), are republished :—*Position.*—Shatt-al-Arab light-Vessel.Lat.  $29^{\circ} 44\frac{1}{2}' N.$ Long.  $48^{\circ} 48\frac{1}{2}' E.$



**Details.**—Telegraphic message, dated 25th October 1920, has been received from Basra that the steam Pilot vessel, stationed near the Shatt-al-Arab Light-Vessel, has been replaced by a steam Tug.

**Remarks.**—The position remains unchanged.

**Chart affected.**—No. 1235, Mouth of the Euphrates.

**Authority.**—The Port Officer, Bombay, dated 27th October 1920.

#### INDIA—WEST COAST.

**Rajpuri Point**—“Whale Reef” buoy replaced in position.

**No. 331 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 157M. of 1920), are republished :—

**Former Notice.**—Calcutta Notice No. 175 of 1920.

**Position (approximate).**—Lat. 18° 17' N.

Long. 72° 54½' E.

**Details.**—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the south-west monsoon, was replaced in position on the 17th October 1920.

**Charts affected.**—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

**Authority.**—The Collector and Political Agent, Kolaba, dated Alibag, 23rd October 1920.

#### INDIA—WEST COAST.

**Tellicherry Anchorage**—Buoy off Talayi repluced in position.

**No. 332 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 158M. of 1920), are republished :—

**Former Notice.**—No. 52-M. of 1919. (*This office No. 224 of 1919.*)

**Position.**—At a distance of about 1 mile and 7 cables 147° from Telli-cherry Light house.

Lat. 11° 43' 25" N.

Long. 75° 29' 20" E. } On chart No. 747

**Details.**—The small spherical buoy, marking the pinnacle rock, has been replaced in its position.

**Remarks.**—Vessels entering Talayi anchorage should pass to the southward of the buoy as before.

**Charts affected.**—No. 1322, Anchorage on the west coast of India.

„ 747, Mount Dilli to Calicut.

**Publication.**—West Coast of India Pilot, 1919, page 149.

**Authority.**—Presidency Port Officer, Madras, Notice to Mariners No. 30 of 1920.

## INDIA—WEST COAST—DELTA OF THE INDUS.

*Further reports of the Barge broken adrift.*

No. 333 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 159M. of 1920), are republished :—

*Former Notice.*—No. 145-M. of 1920. (*This office No. 318 of 1920.*)

*Position.*—Lat.  $23^{\circ} 30'$  N.

Long.  $67^{\circ} 44'$  E.

*Details.*—Further report of the position of the barge broken adrift, notified in the former notice, has been received from the Master of SS. "Barjora" that he passed a barge marked "Port 42" floating in the above position.

*Caution.*—This barge has drifted in a  $97^{\circ}$  direction since first reported, at an average rate of about 1 mile a day.

*Note.*—Barge No. 41 has been picked up.

*Charts temporarily affected.*—No. 118, Kediwari Mouth to Nirani Creek.

" 39, Sind and Kutch Coasts.

" 826, Karachi to Veṅgurla.

*Authority.*—Port Officer, Karachi, telegram, dated 29th October 1920.

## INDIA, WEST—TRAVANCORE COAST—KOLACHEL ANCHORAGE.

*Patna rock, red buoy—Replaced in position.*

No. 334 (second publication).—With reference to Notice to Mariners No. 136 of 1920 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated the 17th September 1920, that the Patna rock red buoy has been replaced in position.

## INDIA—WEST, TRAVANCORE COAST.

*Entrance to Quilon Inner Anchorage—Buoys replaced in position.*

No. 335 (second publication).—With reference to this office Notice to Mariners No. 135 of 1920, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated 16th October 1920, that the buoys marking the entrance to the Inner Anchorage, Quilon, have been replaced in the following positions :—

North (red) buoy bears from the Quilon flagstaff N.  $59^{\circ}$  E. Mag., distance about  $8\frac{1}{4}$  cables.

South (black) buoy bears from the Quilon flagstaff N.  $33\frac{1}{2}^{\circ}$  E. Mag., distance about  $9\frac{1}{4}$  cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Road, inset on sheet XII, West Coast of India, with reference to these buoys.

*Note.*—The flagstaff and the tall red chimney of Messrs. Harrison & Crossfield when in one bears N.  $45\frac{1}{2}^{\circ}$  E. Mag. and leads over the South edge of the  $4\frac{1}{2}$  fathom patch in the entrance channel. The chimney should be kept open slightly to the south when passing through the channel.

BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel—Temporarily replaced by a country brig.*

*No. 336-1 (second publication).—*

*Subject.*—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 100-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side. By day she will carry a black ball on her starboard foretop sail yardarm, and by night she will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

*Position.*—Lat.  $21^{\circ} 29' N.$ , long.  $91^{\circ} 37' E.$

*Charts affected.*—No. 829, Cocanada to Bassein river.

.. 859, Matla river to Elephant Point.

*Publications.*—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

*Authority.*—Port Officer, Chittagong, Notice dated 13th November 1920.

BAY OF BENGAL.

BURMA, COAST, BASSEIN RIVER APPROACH.

*Diamond Island—Existence of a wreck off.*

*No. 337 (second publication).—*

*Subject.*—A small craft with 2 masts showing 3 and 5 feet above water and in the track of vessels using the northern channel is reported to have sunk in 6 fathoms.

*Position (approximate).*—At a distance of 5 miles. S.  $44^{\circ} E.$ , from Diamond Island.

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 830, Bassein river to Pulo Penang, etc.

.. 823, Koronge Island to White Point.

.. 834, Bassein river and approaches.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegram, dated the 23rd November 1920.

*The 15th November 1920.*

INDIA—EAST COAST—BAY OF BENGAL.

*Madras Harbour. Breakwater—Non-exhibition of temporary light.*

*No. 327 (third publication).—*

The temporary fixed red light at the north end of break-water visible three miles referred to in this office Notice to Mariners No. 177 of 1920 will not be exhibited from 1st November 1920 until further notice.

*Authority.*—Madras Notice No. 34 of 1st November 1920.

## AUSTRALIA—SOUTH COAST—BASS STRAIT.

*Deal Island Light—Intended Alteration in Characteristics—Signal Station to be discontinued.*

No. 328 (third publication).—

*Subject.*—The Revolving White Light on Deal Island will be replaced by a Group Flashing White Light (U), and further, that the Signal Station will be discontinued on or about 1st February, 1921.

*Position.*—On summit of Deal Island, South West end.  
Lat. 39° 29' S., Long. 147° 19' E. on Chart No. 1695a.

*Character.*—Group Flashing White Light showing three flashes in quick succession every nine seconds thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

*Power.*—3000 candles.

*Visibility.*—17 miles.

*Caution.*—The Light will not be visible within a radius of about 4 miles of Deal Island.

*Remarks.*—The Light will be unwatched.  
The Signal Station will be discontinued.  
The other details of the light will remain unchanged.

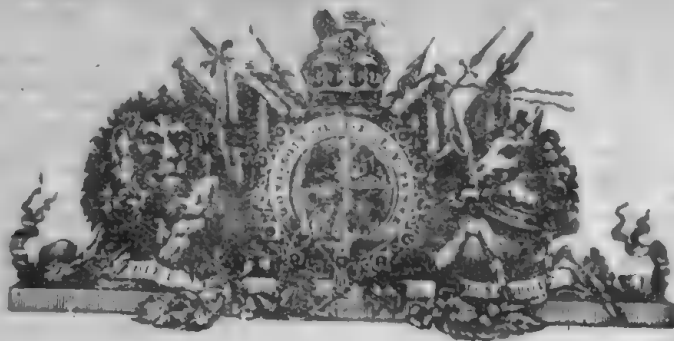
*Note.*—No further notice will be issued.

*Charts affected.*—No. 1695a, Bass Strait, eastern sheet.  
„ 3169, Port Phillip to Gabo Island.  
„ 2759b, Australia, southern portion.  
„ 788, Melbourne to Cape Horn, western sheet.  
„ 1694, Plans of Anchorages in Bass Strait—Murray Pass.

*Publications.*—List of Lights and Time Signals, Part VI, 1920, No. 2502.  
Australia Pilot, Vol. II, 1918, pages 210 and 211.

*Authority.*—Melbourne Notice No. 23 of 1920.

W. K. THYNE, COMDR., R.I.M.,  
Offg. Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, DECEMBER 15, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Dy. Port Officer of Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 8th December 1920.

### JAPAN—HOKUSHŪ, SOUTH COAST.

*Chikiu Misaki Lighthouse—Fog-Signal to be inserted on Charts Nos. 3507 and 452.*

*No. 340 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1920), are republished:—*

*Former Notice.—No. 1440 of 1920. (This Office No. 303 of 1920.)*

*Position.—Chikiu misaki lighthouse, lat.  $42^{\circ} 18' N.$ , long.  $140^{\circ} 59\frac{1}{2}' E.$*

*Correction.—The fog-siren, the establishment of which was announced in the former Notice quoted above, is to be inserted on charts Nos. 3507 and 452, which were omitted from the list of charts affected.*

*Charts affected.—No. 3507, Mororan ko.*

*„ 452, Hokushū island and La Pérouse strait.*

*Authority.—Hydrographic Department. (H. 7063-20.)*

GULF OF ADEN—GULF OF TAJURA.

*Jibuti Bay—Existence of a Bank; Buoys re-established.*

No. 341 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1680 of 1920), are republished :—

(1) Existence of a bank :

*Position*.—At a distance of about 2 miles westward from Penguin bank.

Lat.  $11^{\circ} 37' 45''$  N., long.  $43^{\circ} 05' 06''$  E.

*Depth*.— $3\frac{1}{2}$  fathoms.

*Remarks*.—This bank, which is about half a mile in extent is known as "El Haj bank."

(2) Buoys re-established :

(a) *Position*.—Marking the south-eastern end of Météore reef.  
Lat.  $11^{\circ} 38' 22''$  N., long.  $43^{\circ} 07' 20''$  E.

*Description*.—A red conical buoy.

(b) *Position*.—Marking the eastern end of Penguin bank.

Lat.  $11^{\circ} 37' 46''$  N., long.  $43^{\circ} 07' 43''$  E.

*Description*.—A red conical buoy.

(c) *Position*.—Marking the eastern side of Étoile bank.

Lat.  $11^{\circ} 36' 53''$  N., long.  $43^{\circ} 06' 04''$  E.

*Description*.—A red conical buoy.

(d) *Position*.—Marking the western side of the drying reef extending westward from the Plateau du Héron.

Lat.  $11^{\circ} 36' 49''$  N., long.  $43^{\circ} 08' 36''$  E.

*Description*.—A black conical buoy numbered "3."

*Charts affected*.—No. 253, Jebel Jan to Shab Kulangarit, with plan.

„ 8e, Red sea—sheet V. (1).'

*Publication*.—Red Sea, &c., Pilot, 1909, page 427; Revised Supplement (3) 1917.

*Authority*.—French Government Chart. (H. 3734-20.)

JAPAN—INLAND SEA, BINGO NADA.

*Mutsu Sima—Wreck southwestward of.*

No. 342 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1714 of 1920), are republished :—

*Position*.—At a distance of  $4\frac{1}{2}$  miles,  $231^{\circ}$ , from Mutsu sima (609 ft) summit.

Lat.  $31^{\circ} 15\frac{1}{2}'$  N., long.  $133^{\circ} 27\frac{1}{2}'$  E.

*Description*.—Sunken wreck of a vessel with mast showing about 10 feet above water.

*Chart affected*.—No. 2875, Naikai or Inland sea.

*Authority*.—Tokyo Notice No. 191 of 1920. (H. 7112-20.)



INDIA—WEST COAST.

*Derelict Reported.*

No. 343 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 160M. of 1920), are republished :—

• *Date sighted*—6th November 1920.

*Details*.—Telegraphic message, dated 6th November 1920, has been received from the Master of SS. "Alesia" reporting having passed a derelict of capsized Dhow in the following position.

*Position*.—Lat. 14° 32' N.  
Long. 73° 11' E.

*Caution*.—This Derelict constitutes a danger to navigation, being in the track of shipping.

*Charts temporarily affected*.—No. 827, Vengurla to Cape Comorin.  
" 826, Karachi to Vengurla.  
" 1012, Arabian Sea.  
" 748-B, Indian Ocean, northern portion.

*Authority*.—Director of the Royal Indian Marine, Bombay, dated 7th November 1920.

INDIA—WEST COAST.

*Malvan Outer Rock Buoy—Replaced in position.*

No. 344 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 161M. of 1920), are republished :—

*Former Notice*—No. 95-M of 1920. (*This office No. 199 of 1920.*)

*Position*.—Lat. 16° 14' N.  
Long. 73° 26' E.

*Details*.—The red conical buoy moored westward of Malvan Rock, which was removed for the south-west monsoon was replaced in position on the 10th November 1920.

*Charts affected*.—No. 902, Malvan to Vengurla.  
" 740, Achra River to Cape Ramas.

*Authority*.—The Commissioner of Customs, Salt and Excise, Bombay, dated 2nd November 1920.

PERSIAN GULF.

SHATT AL ARAB APPROACH.

*Pilot vessel replaced on station.*

No. 345 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 163M. of 1920), are republished :—

*Former Notice*—No. 156-M. of 1920. (*This office No. 330 of 1920.*)

*Position*.—Shatt-al Arab Light-vessel.  
Lat. 29° 44½' N.  
Long. 48° 48½' E.

*Details.*—Telegraphic message, dated 3rd November 1920, has been received from Basra, that the Steam Pilot-vessel, near the Shatt Al Arab Light-vessel, has been replaced on her station.

*Remarks.*—The other details are the same as described in the Supplement No. 5 relating to the Persian Gulf Pilot, 1915.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publication.*—Persian Gulf Pilot, 1915, page 281.

*Authority.*—The Port Officer, Bombay, dated 3rd November 1920.

#### INDIA—WEST COAST.

*Janjira Harbour—Correction to Admiralty Chart No. 400.*

*No. 346 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 165M. of 1920), are republished :—

*Details.*—The astronomical position of the Light-house in the title of chart No. 400 should read 72° 56' 25" E. instead of "W."

*Chart affected.*—No. 400, Janjira Harbour.

*Authority.*—The Surveyor in charge Marine Survey of India.

#### INDIA—WEST COAST.

*Jaigarh Outer light—Temporarily extinguished.*

*No. 347 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 166M. of 1920), are republished :—

*Position.*—On the Western point of Jaigarh head land.

Lat. 17° 17' 50" N.  
Long. 73° 10' 40" E. } on Chart No. 739.

*Details.*—Information has been received that the mechanism of the occulting white light, exhibited from the western point of the Jaigarh head land is out of order and the light ceased burning from 11th November 1920.

*Charts temporarily affected.*—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 203.

Admiralty List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in Press.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th November 1920.

#### INDIA—WEST COAST.

*Alibag—Derelict reported South-westward of.*

*No. 348 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 168M. of 1920), are republished :—

*Date sighted.*—16th November 1920.

*Position.*—At a distance of about 18 miles 244° from Alibag, Kolaba Fort Light.

Lat. 18° 30' N.

Long. 72° 35' E.

*Details.*—The Master of SS. "Chinkoa" reports a Derelict of Bug-galow floating, bottom up, in the above position.

*Caution.*—This Derelict constitutes a danger to navigation.

*Charts temporarily affected.*—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

„ 7186, Indian Ocean, northern portion.

*Authority.*—The Port Officer, Bombay, dated 16th November 1920.

#### INDIA—WEST COAST.

##### *Kundari Island—Derelict reported.*

*No. 349 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 169M. of 1920), are republished:—

*Date sighted.*—18th November 1920.

*Position.*—At a distance of about 17 miles  $258^{\circ}$  from Kundari Island.

Lat.  $18^{\circ} 38\frac{1}{2}'$  N.

Long.  $72^{\circ} 31'$  E.

*Details.*—The Master of SS. "City of Agra" reports having passed a Derelict Dhow, floating bottom up, in the above position.

*Caution.*—This Derelict constitutes a danger to navigation.

*Charts temporarily affected.*—No. 738, Kundari Island to Boria Pagoda

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

„ 7486, Indian Ocean, northern portion.

*Authority.*—The Director of the Royal Indian Marine, Bombay, dated 19th November 1920.

#### BAY OF BENGAL—CHITTAGONG COAST.

*Caution.*—A black conical buoy adrift.

*No. 350 (first publication).*—

*Subject.*—A black conical buoy is reported adrift in the following position, on the 7th December 1920.

*Position.*—Lat.  $21^{\circ} 20'$  N., long.  $91^{\circ} 23'$  E.

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 859, Matla river to Elephant point.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority.*—Master of the SS. "Algic" telegram dated 7th December 1920.

## INDIAN PORTS.

*Time and weather messages.**No. 351-I (first publication).—*

1. The time and weather messages, which are broadcasted twice daily from the Radio Stations on the Indian coast, are transmitted at present at times which do not fit in with the periods of watch kept by ships with only one operator. It has therefore been decided to alter the times of transmission of the weather messages to the following from the 1st November 1920:—

From	Indian standard time.	Wave length Metres.
Bombay ...	18 hours 30 minutes and 6 hours 30 minutes	2,000
Madras ...	" " "	2,000
Rangoon ...	" " "	1,200
Karachi ...	19 hours and 7 hours.	2,000
Calcutta ...	" " "	2,000
Port Blair ...	" " "	1,200

Indian Standard time is  $5\frac{1}{2}$  hours ahead of Greenwich mean time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Station" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments.

*Authority.*—Government of India, Revenue and Agriculture Department No. 1688-113 dated the 21st October 1920.

*The 30th November 1920.*

## INDIA—WEST COAST.

## DELTA OF THE INDUS.

*Beacon at the Tursian Mouth re-erected.*

*No. 338 (second publication).*—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920) are republished:—

*Former Notice.*—Calcutta Notice No. 283 of 1920.

*Subject.*—The beacon is reported to have been re-erected.

*Position.*—Latitude  $24^{\circ} 5' 20''$  N.

Longitude  $67^{\circ} 23' 27''$  E.

*Elevation.*—54 feet.

*Structure.*—Single spar with three planks in form of a triangle.

*Charts affected.*—No. 118, Kediwari mouth to Nirani Creek.

" 39, Coasts of Sind and Cutch.

" 41, Cape Monze to Kediwari mouth.

*Publication.*—West coast of India Pilot, 1919, page 33C.

*Authority.*—Chief Collector of Customs in Sind.

INDIA, WEST COAST—BOMBAY HARBOUR.

*Prongs reef light-buoy—Light extinguished.*

No. 339 (second publication).—

*Subject.*—The light of Prongs reef buoy has been extinguished until further notice.

*Position.*—Lat. 18° 52' N., long. 72° 49½' E.

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

*Publication.*—West Coast of India Pilot, 1919, page 223.

*Authority.*—Director of the Royal Indian Marine, Bombay, telegram, dated 29th November 1920.

INDIA—WEST COAST.

*Bombay Approach—Caution with regard to fishing stakes.*

No. 329 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 155M. of 1920), are republished :—

*Position.*—At a distance of about 9½ miles 224°, from Prong's Light-house.

Lat. 18° 46' N.

Long. 72° 41' E.

*Details.*—Telegraphic information, dated 21st September 1920, has been received from the Master of S.S. "Karoa" that a group of fishing stakes exists in the above position, and it stretches lengthwise in the direction of 120° towards Kundari Island.

*Caution.*—Mariners are warned to keep clear of these stakes which are considered to be dangerous to navigation, as they lie in the track of vessels approaching Bombay from the southward.

*Charts affected.*—No. 737, Arnala Islands to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

*Publication.*—West Coast of India Pilot, 1919, page 224.

*Authority.*—The Port Officer, Bombay, dated 23rd October 1920.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

*Pilot Vessel Replaced by a Steam Tug.*

No. 330 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 156M. of 1920), are republished :—

*Position.*—Shatt-al-Arab light-Vessel.

Lat. 29° 44½' N.

Long. 48° 48½' E.

*Details.*—Telegraphic message, dated 25th October 1920, has been received from Basra that the steam Pilot vessel, stationed near the Shatt-al-Arab Light Vessel, has been replaced by a steam Tug.

*Remarks.*—The position remains unchanged.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Authority.*—The Port Officer, Bombay, dated 27th October 1920.

#### INDIA—WEST COAST.

*Rajpuri Point*—"Whale Reef" buoy replaced in position.

*No. 331 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 157M. of 1920), are republished :—

*Former Notice.*—Calcutta Notice No. 175 of 1920.

*Position (approximate).*—Lat.  $18^{\circ} 17' N.$

Long.  $72^{\circ} 54' E.$

*Details.*—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the south-west monsoon, was replaced in position on the 17th October 1920.

*Charts affected.*—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

*Authority.*—The Collector and Political Agent, Kolaba, dated Alibag 23rd October 1920.

#### INDIA—WEST COAST.

*Tellicherry Anchorage*—Buoy off Talayi replaced in position.

*No. 332 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 158M. of 1920), are republished :—

*Former Notice.*—No. 52-M. of 1919. (*This office No. 224 of 1919.*)

*Position.*—At a distance of about 1 mile and 7 cables  $147^{\circ}$  from Tellicherry Light house.

Lat.  $11^{\circ} 43' 25'' N.$

Long.  $75^{\circ} 29' 20'' E.$  } On chart No. 747.

*Details.*—The small spherical buoy, marking the pinnacle rock, has been replaced in its position.

*Remarks.*—Vessels entering Talayi anchorage should pass to the southward of the buoy as before.

*Charts affected.*—No. 1322, Anchorage on the west coast of India.

„ 747, Mount Dilli to Calicut.

*Publication.*—West Coast of India Pilot, 1919, page 149.

*Authority.*—Presidency Port Officer, Madras, Notice to Mariners No. 30 of 1920.



INDIA—WEST COAST—DELTA OF THE INDUS.

*Further reports of the Barge broken adrift.*

No. 333 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 159M. of 1920), are republished :—

*Former Notice.*—No. 145-M. of 1920. (*This office No. 318 of 1920.*)

*Position.*—Lat. 23° 30' N.

Long. 67° 44' E.

*Details.*—Further report of the position of the barge broken adrift, notified in the former notice, has been received from the Master of SS. "Barjora" that he passed a barge marked "Port 42" floating in the above position.

*Caution.*—This barge has drifted in a 97° direction since first reported, at an average rate of about 1 mile a day.

*Note.*—Barge No. 41 has been picked up.

*Charts temporarily affected.*—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

*Authority.*—Port Officer, Karachi, telegram, dated 29th October 1920.

INDIA, WEST—TRAVANCORE COAST—KOLACHEL ANCHORAGE.

*Patna rock, red buoy—Replaced in position.*

No. 334 (third publication).—With reference to Notice to Mariners No. 136 of 1920 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated the 17th September 1920, that the Patna rock red buoy has been replaced in position.

INDIA—WEST, TRAVANCORE COAST.

*Entrance to Quilon Inner Anchorage—Buoys replaced in position.*

No. 335 (third publication).—With reference to this office Notice to Mariners No. 135 of 1920, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated 16th October 1920, that the buoys marking the entrance to the Inner Anchorage, Quilon, have been replaced in the following positions :—

North (red) buoy bears from the Quilon flagstaff N. 59° E. Mag., distance about 8½ cables.

South (black) buoy bears from the Quilon flagstaff N. 33½° E. Mag., distance about 9½ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Road, inset on sheet XII, West Coast of India, with reference to these buoys.

*Note.*—The flagstaff and the tall red chimney of Messrs. Harrison & Crossfield when in one bears N. 45½° E. Mag. and leads over the South edge of the 4½ fathom patch in the entrance channel. The chimney should be kept open slightly to the south when passing through the channel.

**BAY OF BENGAL—CHITTAGONG COAST.**

*South Patches light-vessel—Temporarily replaced by a country brig.*

**No. 336-1 (third publication).—**

**Subject.**—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 100-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side. By day she will carry a black ball on her starboard foretop sail yardarm, and by night she will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

**Position.**—Lat.  $21^{\circ} 29' N.$ , long.  $91^{\circ} 37' E.$

**Charts affected.**—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

**Publications.**—List of Lights, Part VI, 1920, No. 630.  
Bay of Bengal Pilot, 1910, page 329.

**Authority.**—Port Officer, Chittagong, Notice dated 13th November 1920.

**BAY OF BENGAL.**

**BURMA, COAST, BASSEIN RIVER APPROACH.**

*Diamond Island—Existence of a wreck off.*

**No. 337 (third publication).—**

**Subject.**—A small craft with 2 masts showing 3 and 5 feet above water and in the track of vessels using the northern channel is reported to have sunk in 6 fathoms.

**Position (approximate).**—At a distance of 5 miles, S.  $44^{\circ} E.$ , from Diamond Island.

**Caution.**—Mariners are hereby warned.

**Charts affected.**—No. 830, Bassein river to Pato Renang, etc.

„ 823, Koronge Island to White Point.

„ 834, Bassein river and approaches.

**Authority.**—Principal Port Officer, Burma, Rangoon, telegram, dated the 23rd November 1920.

W. K. THYNE, COMDE., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, DECEMBER 22, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Dy. Port Officer of Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 14th December 1920.

### PHILIPPINE ISLANDS—LUZON.

#### *Burias Pass—Non-existence of reported Rock.*

*No. 352 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1920), are republished :—

*Former Notice.*—No. 1022 of 1920. (*This Office No. 225 of 1920.*)

*Position on chart.*—At a distance of about 5 miles northward of Boca Engaño.

Lat.  $12^{\circ} 52' 30''$  N., long.  $123^{\circ} 18' 00''$  E.

*Description.*—A rock marked "P. D." on the charts.

*Remarks.*—A careful search has failed to reveal any trace of this reported rock, and it is to be expunged from the charts accordingly.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 478.

*Authority.*—Director of Coast Surveys, Manila. (*H. 7417-20.*)

## CHINA, EAST COAST—KYAU CHAU BAY.

*Tai Kung Tau Reef—Beacon erected.*

*No. 353 (first publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1735 of 1920), are republished :—

*Position.*—At a distance of 11½ cables, 266°, from Tai kung tau light-house.

Lat. 35° 57½' N., long. 120° 27½' E.

*Description.*—A square iron framework beacon, painted in red and black horizontal bands, with white cylindrical top-mark, 14 feet in height.

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 412.

*Authority.*—Tokyo Notice No. 178 of 1920. (H. 7103-20.)

## CHINA SEA—TONG KING GULF, HAINAN STRAIT.

*Hainan Head—Wrecks northward and south-eastward of.*

*No. 354 (first publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1747 of 1920), are republished :—

- (1) *Position (approximate)*—At a distance of one cable, 10°, from the charted position of the beacon situated on the end of the reef extending northward from Hainan point.

Lat. 20° 10½' N., long. 110° 41½' E.

*Description.*—Stranded steamer, with funnel and masts standing and the middle part of the hull showing above water.

- (2) *Position (approximate)*—On the outer edge of the reef extending from the shore midway between Hainan head and Mofu point.

Lat. 20° 03' 15" N., long. 110° 47' 00" E.

*Description.*—Stranded steamer, with funnel and one mast standing and hull showing above water.

*Chart affected.*—No. 876, Hainan strait, with plan.

*Publication.*—China Sea Pilot, Vol. III, 1912, pages 343, 344 ; Supplement No. 5, 1920.

*Authority.*—Mr. G. Byers, SS. Hunan. (H. 7506-20.)

## CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

*Singora Light—Irregular.*

*No. 355 (first publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1748 of 1920), are republished :—

*Former Notices.*—Nos. 835 and 1341 of 1920. (This office Nos. 186 and 292 of 1920.)

*Position.*—On the summit of Pagoda hill.

Lat.  $7^{\circ} 12\frac{1}{2}'$  N., long.  $100^{\circ} 35\frac{1}{2}'$  E.

*Note.*—The note "*Irregular (1920)*" is to be placed against this light on the charts.

*Charts affected.*—No. 998, Pulo Kapas to Lakon roads, with plan.  
 „ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department. (H. 7170-20.)

#### CHINA, SOUTH-EAST COAST.

*Hongkong Harbour*—Correction to charts with regard to Alteration in Time-signals.

*No. 356 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No 1749 of 1920), are republished :—

*Former Notice.*—No. 1045 of 1920. (This office No. 231 of 1920).

*Position.*—Time-ball tower, Blackhead hill, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long  $114^{\circ} 10\frac{1}{2}'$  E.

*Correction.*—The note regarding time-ball is to be amended to read as given below, on charts Nos. 3279 and 3280, which were omitted from the list of charts affected in the former Notice :—

#### TIME-SIGNALS.

A time-ball is dropped at 22h. 00m. 00s. Standard Time of 120th Meridian, corresponding to 14h 00m. 00s. Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. Greenwich Mean Time, except on Saturdays, Sundays and Holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights are simultaneously extinguished at various intervals between 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. to 1h. 00m. 00s. Greenwich Mean Time.

*Charts affected.*—No. 3279, Hongkong waters—East.

„ 3280, Hongkong waters—West.

*Authority.*—Hydrographic Department. (H. 7464-20.)

#### JAPAN—HONSHU, SOUTH COAST.

*Joga Sima Light*—Amended Colour.

*No. 357 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1758 of 1920), are republished :—

*Position.*—Lat.  $35^{\circ} 08\frac{1}{2}'$  N., long.  $139^{\circ} 36\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Green ev. 20 sec., about 86 ft., vis. 15 m.

*Details.*—The correct colour of this *flashing* light is *green*.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.  
 „ 3334, Tokyo to Sendai bay.  
 „ 953, Omai saki to Tsurugi saki.  
 „ 996, Kii gudo to Tokyo.  
 „ 2347, Honshu, Kiusiu and Shikoku, etc.

*Publications.*—List of Lights, Part VI, 1920, No. 2050.  
 Japan Pilot, 1914, page 190; Supplement No. 4, 1920.

*Authority.*—Japanese Government Light List. (H. 7504-20.)

The 8th December 1920.

JAPAN—HOKUSHŪ, SOUTH COAST.

*Chikiu Misaki Lighthouse—Fog-Signal to be inserted on Charts Nos. 3507 and 452.*

*No. 340 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1920), are republished :—

*Former Notice.*—No. 1440 of 1920. (*This Office No. 303 of 1920.*)

*Position.*—Chikiu misaki lighthouse, lat.  $42^{\circ} 18' N.$ , long.  $140^{\circ} 59\frac{1}{2}' E.$

*Correction.*—The fog-siren, the establishment of which was announced in the former Notice quoted above, is to be inserted on charts Nos. 3507 and 452, which were omitted from the list of charts affected.

*Charts affected.*—No. 3507, Mororan ko.  
 „ 452, Hokushū island and La Pérouse strait.

*Authority.*—Hydrographic Department. (H. 7063-20.)

GULF OF ADEN—GULF OF TAJURA.

*Jibuti Bay—Existence of a Bank; Buoys re-established.*

*No. 341 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1680 of 1920), are republished :—

(1) Existence of a bank :

*Position.*—At a distance of about 2 miles westward from Penguin bank.

Lat.  $11^{\circ} 37' 45'' N.$ , long.  $43^{\circ} 05' 06'' E.$

*Depth.*— $3\frac{1}{2}$  fathoms

*Remarks.*—This bank, which is about half a mile in extent is known as “El Haj bank.”

(2) Buoys re-established :

(a) *Position.*—Marking the south-eastern end of Météore reef.  
 Lat.  $11^{\circ} 38' 22'' N.$ , long.  $43^{\circ} 07' 20'' E.$

*Description.*—A red conical buoy.

(b) *Position.*—Marking the eastern end of Penguin bank.  
 Lat.  $11^{\circ} 37' 46'' N.$ , long.  $43^{\circ} 07' 43'' E.$



*Description.*—A red conical buoy.

(c) *Position.*—Marking the eastern side of Étoile bank.

Lat.  $11^{\circ} 36' 53''$  N., long.  $43^{\circ} 06' 04''$  E.

*Description.*—A red conical buoy.

(d) *Position.*—Marking the western side of the drying reef extending westward from the Plateau du Héron.

Lat.  $11^{\circ} 36' 49''$  N., long.  $43^{\circ} 08' 36''$  E.

*Description.*—A black conical buoy numbered "3."

*Charts affected.*—No. 253, Jebel Jan to Shab Kulangarit, with plan.  
" 8e, Red sea—sheet V. (1).

*Publication.*—Red Sea, &c., Pilot, 1909, page 427; Revised Supplement (3) 1917.

*Authority.*—French Government Chart. (H. 3734-20.)

#### JAPAN—INLAND SEA, BINGO NADA.

*Mutsu Sima*—Wreck southwestward of.

No. 342 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1714 of 1920), are republished :—

*Position.*—At a distance of  $4\frac{1}{2}$  miles,  $231^{\circ}$ , from Mutsu sima (609 ft., summit).

Lat.  $34^{\circ} 15\frac{1}{2}'$  N., long.  $133^{\circ} 27\frac{1}{2}'$  E.

*Description.*—Sunken wreck of a vessel with mast showing about 10 feet above water.

*Chart affected.*—No. 2875, Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 191 of 1920. (H. 7112-20.)

#### INDIA—WEST COAST.

*Derelict Reported.*

No. 343 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 160M. of 1920), are republished :—

*Date sighted.*—6th November 1920.

*Details.*—Telegraphic message, dated 6th November 1920, has been received from the Master of SS. "Alesia" reporting having passed a derelict of capsized Dhow in the following position.

*Position.*—Lat.  $14^{\circ} 32'$  N.

Long.  $73^{\circ} 11'$  E.

*Caution.*—This Derelict constitutes a danger to navigation, being in the track of shipping.

*Charts temporarily affected.*—No. 827, Vengurla to Cape Comorin.

" 826, Karachi to Vengurla.

" 1012, Arabian Sea.

" 748-B, Indian Ocean, northern portion.

*Authority.*—Director of the Royal Indian Marine, Bombay, dated 7th November 1920.

## INDIA—WEST COAST.

*Malvan Outer Rock Buoy—Replaced in position.*

*No. 344 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 161M. of 1920), are republished :—

*Former Notice*—No. 95-M of 1920. (*This office No. 199 of 1920.*)

*Position.*—Lat. 16° 17' N.

Long. 73° 26' E.

*Details.*—The red conical buoy moored westward of Malvan Rock, which was removed for the south-west Monsoon was replaced in position on the 10th November 1920.

*Charts affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

*Authority.*—The Commissioner of Customs, Salt and Excise-Bombay, dated 2nd November 1920.

## PERSIAN GULF.

## SHATT AL ARAB APPROACH.

*Pilot vessel replaced on station.*

*No. 345 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 163M. of 1920), are republished :—

*Former Notice*—No. 156-M. of 1920. (*This office No. 330 of 1920.*)

*Position.*—Shatt-al Arab Light-vessel.

Lat. 29° 44½' N.

Long. 48° 48½' E.

*Details.*—Telegraphic message, dated 3rd November 1920, has been received from Basra, that the Steam Pilot-vessel, near the Shatt Al Arab Light-vessel, has been replaced on her station.

*Remarks.*—The other details are the same as described in the Supplement No. 5 relating to the Persian Gulf Pilot 1915.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publication.*—Persian Gulf Pilot, 1915, page 281.

*Authority.*—The Port Officer, Bombay, dated 3rd November 1920.

## INDIA—WEST COAST.

*Janjira Harbour—Correction to Admiralty Chart No. 400.*

*No. 346 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 165M. of 1920), are republished :—

*Details.*—The astronomical position of the Light-house in the title of chart No. 400 should read 72° 56' 25" E. instead of "W."

*Chart affected.*—No. 400, Janjira Harbour.

*Authority.*—The Surveyor in charge Marine Survey of India.

## INDIA—WEST COAST

*Jaigarh Outer light—Temporarily extinguished.*

No. 347 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 166M. of 1920), are republished :—

*Position.*—On the Western point of Jaigarh head land.

Lat.  $17^{\circ} 17' 50''$  N. } on Chart No. 739.  
Long.  $73^{\circ} 10' 40''$  E. }

*Details.*—Information has been received that the mechanism of the occulting white light, exhibited from the western point of the Jaigarh head land is out of order and the light ceased burning from 11th November 1920.

*Charts temporarily affected.*—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 203.

Admiralty List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in Press.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th November 1920.

## INDIA—WEST COAST.

*Alibag—Derelict reported South-westward of.*

No. 348 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 168M. of 1920), are republished :—

*Date sighted.*—16th November 1920.

*Position.*—At a distance of about 18 miles  $244^{\circ}$  from Alibag, Kolaba Fort Light.

Lat.  $18^{\circ} 30'$  N.

Long.  $72^{\circ} 35'$  E.

*Details.*—The Master of SS. "Chinkoa" reports a Derelict of Bug-galow floating, bottom up, in the above position.

*Caution.*—This Derelict constitutes a danger to navigation.

*Charts temporarily affected.*—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean, northern portion.

*Authority.*—The Port Officer, Bombay, dated 16th November 1920.

## INDIA—WEST COAST.

*Kundari Island—Derelict reported.*

No. 349 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 169M. of 1920), are republished :—

*Date sighted.*—18th November 1920.

*Position.*—At a distance of about 17 miles  $258^{\circ}$  from Kundari Island.

Lat.  $18^{\circ} 38\frac{1}{2}'$  N.

Long.  $72^{\circ} 31'$  E.

*Details.*—The Master of SS. "City of Agra" reports having passed a Derelict Dhow, floating bottom up, in the above position.

*Caution.*—This Derelict constitutes a danger to navigation.

*Charts temporarily affected.*—No. 738, Kundari Island to Boria Pagoda

.. 2736, Gulf of Kutch to Viziadrug.

.. 826, Karachi to Vengurla.

.. 748b, Indian Ocean, northern portion.

*Authority.*—The Director of the Royal Indian Marine, Bombay dated 19th November 1920.

### BAY OF BENGAL—CHITTAGONG COAST.

*Caution.*—A black conical buoy adrift.

*No. 350 (second publication).*—

*Subject.*—A black conical buoy is reported adrift in the following position, on the 7th December 1920.

*Position.*—Lat. 21° 20' N., long. 91° 23' E.

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 859, Matla river to Elephant point.

.. 829, Cocanada to Bassein river.

.. 70, Bay of Bengal.

*Authority.*—Master of the SS. "Algic" telegram dated 7th December 1920.

### INDIAN PORTS.

*Time and weather messages.*

*No. 351-I (second publication).*—

1. The time and weather messages, which are broadcasted twice daily from the Radio Stations on the Indian coast, are transmitted at present at times which do not fit in with the periods of watch kept by ships with only one operator. It has therefore been decided to alter the times of transmission of the weather messages to the following from the 1st November 1920:—

From.	Indian standard time.	Wave length Metres.
Bombay ...	18 hours 30 minutes and 6 hours 30 minutes	2,000
Madras ...	" " " "	2,000
Rangoon ...	" " " "	1,200
Karachi ...	19 hours and 7 hours.	2,000
Calcutta ...	" " " "	2,000
Port Blair ...	" " " "	1,200

Indian Standard time is 5½ hours ahead of Greenwich mean time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Station" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments.

*Authority.*—Government of India, Revenue and Agriculture Department No. 1688-113 dated the 21st October 1920.

*The 30th November 1920.*

# INDIA—WEST COAST.

## DELTA OF THE INDUS.

### *Beacon at the Tursian Mouth re-erected.*

No. 338 (*third publication*).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920) are republished:—

*Former Notice.*—Calcutta Notice No. 283 of 1920.

*Subject.*—The beacon is reported to have been re-erected.

*Position.*—Latitude  $24^{\circ} 5' 20''$  N.

Longitude  $67^{\circ} 23' 27''$  E.

*Elevation.*—54 feet.

*Structure.*—Single spar with three planks in form of a triangle.

*Charts affected.*—No. 118, Kediwari mouth to Nirani Creek.

„ 39, Coasts of Sind and Cutch.

„ 41, Cape Monze to Kediwari mouth.

*Publication.*—West coast of India Pilot, 1919, page 33C.

*Authority.*—Chief Collector of Customs in Sind.

## INDIA, WEST COAST—BOMBAY HARBOUR.

### *Prongs reef light-buoy—Light extinguished.*

No. 339 (*third publication*).—

*Subject.*—The light of Prongs reef buoy has been extinguished until further notice.

*Position.*—Lat.  $18^{\circ} 52' N.$ , long.  $72^{\circ} 49\frac{1}{4}' E.$

*Charts affected.*—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

*Publication.*—West Coast of India Pilot, 1919, page 223.

*Authority.*—Director of the Royal Indian Marine, Bombay, telegram, dated 29th November 1920.

W. K. THYNE, COMDR., R.I.M.,

*Deputy Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, DECEMBER 29, 1920.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,  
*Dy. Port Officer of Calcutta.*

C. B. BAYLEY,  
*Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 20th December 1920.

### BAY OF BENGAL—BURMA COAST.

#### BASSEIN RIVER APPROACHES.

*Diamond Island—Establishment of a Wreck Buoy off.*

No. 358 (first publication).—

*Former Notice*—No 337 of 1920.

*Subject*.—A green conical buoy has been moored in a position S. 60° W., distant one cable from the wreck of the small native craft lying in 6 fathoms approximately south-east, distant 5 miles from Diamond island as referred to in the above Notice.

*Position (approx)*.—Lat. 15° 48½' N., long. 94° 20½' E.

*Charts affected*.—No. 830, Bassein river to Pulo Penang, etc.

„ 823, Koronge island to White Point.

„ 834, Bassein river and approaches.

*Publication*.—Bay of Bengal Pilot, 1910, page 446.

*Authority*.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.



## BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Baroni rock buoy.**No. 359 (first publication).—**Former Notice—No. 254 of 1920.**Subject.*—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.*Chart affected.*—No. 831, Bassein river and approaches.*Publication.*—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.*Authority.*—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

## NEW ZEALAND, NORTH ISLAND—HAURAKI GULF.

*Tiri-Tiri Matangi—Fog-Signal established.**No. 360 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1804 of 1920), are republished:—*Position.*—At a distance of about one cable eastward from the lighthouse.Lat.  $36^{\circ} 6' 19''$  S., long.  $174^{\circ} 54' 06''$  E.*Description.*—An explosive fog-signal giving one report every ten minutes.*Charts affected.*—No. 1998, Omaha bay to Tiri-Tiri Matangi.

„ 3565, Bream head to Tepaki point.

„ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

„ 1212, New Zealand.

*Publications.*—List of Lights, Part VI, 1920, No. 2873.  
New Zealand Pilot, 1919, page 188.*Authority.*—Wellington Notice No. 50 of 1920. (H, 7769-20.)

## RED SEA—GULF OF SUEZ.

*Ras Gimsah Approach—Buoy established.**No. 361 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1806 of 1920), are republished:—*Position.*—Off the southern end of Shab Gimsah.Lat.  $27^{\circ} 37' 34''$  N., long.  $33^{\circ} 37' 13''$  E.*Description.*—Particulars are not stated. A conical buoy is to be inserted on the charts.*Charts affected.*—No. 3752, Gimsah and Kabreit anchorages and approaches.

„ 2838, Strait of Jubal.

*Publication.*—Red Sea, &c., Pilot, 1909, page 117; Revised Supplement (3), 1917.*Authority.*—Anglo-Saxon Petroleum Company. (H. 4335-19.)

*The 14th December 1920.*

PHILIPPINE ISLANDS—LUZON.

*Burias Pass—Non-existence of reported Rock.*

No. 352 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1920), are republished :—

*Former Notice.*—No. 1022 of 1920. (*This Office No. 225 of 1920.*)

*Position on chart.*—At a distance of about 5 miles northward of Boca Engaño.

Lat.  $12^{\circ} 52' 30''$  N., long.  $123^{\circ} 18' 00''$  E.

*Description.*—A rock marked "P. D." on the charts.

*Remarks.*—A careful search has failed to reveal any trace of this reported rock, and it is to be expunged from the charts accordingly.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 478.

*Authority.*—Director of Coast Surveys, Manila. (*H. 7417-20.*)

CHINA, EAST COAST—KYAU CHAU BAY.

*Tai Kung Tau Reef—Beacon erected.*

No. 353 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1735 of 1920), are republished :—

*Position.*—At a distance of 11½ cables, 266°, from Tai kung tau light-house.

Lat.  $35^{\circ} 37\frac{1}{2}'$  N., long.  $120^{\circ} 27\frac{1}{2}'$  E.

*Description.*—A square iron framework beacon, painted in red and black horizontal bands, with white cylindrical top-mark, 14 feet in height.

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 412.

*Authority.*—Tokyo Notice No. 178 of 1920. (*H. 7103-20.*)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

*Hainan Head—Wrecks northward and south-eastward of.*

No. 354 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1747 of 1920), are republished :—

(1) *Position (approximate).*—At a distance of one cable, 10°, from the charted position of the beacon situated on the end of the reef extending northward from Hainan point.

Lat.  $20^{\circ} 10'$  N., long.  $110^{\circ} 41\frac{1}{2}'$  E.

*Description.*—Stranded steamer, with funnel and masts standing and the middle part of the hull showing above water.

(2) *Position (approximate).*—On the outer edge of the reef extending from the shore midway between Hainan head and Mofu point.

Lat.  $20^{\circ} 03' 15''$  N., long.  $110^{\circ} 47' 00''$  E.

*Description.*—Stranded steamer, with funnel and one mast standing and hull showing above water.

*Chart affected.*—No. 876, Hainan strait, with plan.

*Publication.*—China Sea Pilot, Vol. III, 1912, pages 343, 344; Supplement No. 5, 1920.

*Authority.*—Mr. G. Byers, SS. Hunan. (H. 7506-20).

#### CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

##### *Singora Light—Irregular.*

*No. 355 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1748 of 1920), are republished:—

*Former Notices.*—Nos. 835 and 1341 of 1920. (This office Nos. 186 and 292 of 1920.)

*Position.*—On the summit of Pagoda hill.

Lat.  $7^{\circ} 12\frac{1}{2}'$  N., long.  $100^{\circ} 35\frac{1}{2}'$  E.

*Note.*—The note “*Irregular (1920)*” is to be placed against this light on the charts.

*Charts affected.*—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

*Publications.*—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department. (H. 7170-20.)

#### CHINA, SOUTH-EAST COAST.

##### *Hongkong Harbour—Correction to charts with regard to Alteration in Time-signals.*

*No. 356 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1749 of 1920), are republished:—

*Former Notice.*—No. 1045 of 1920. (This office No. 231 of 1920.)

*Position.*—Time-ball tower, Blackhead hill, lat.  $22^{\circ} 17\frac{1}{2}'$  N., long.  $114^{\circ} 10\frac{1}{2}'$  E.

*Correction.*—The note regarding time-ball is to be amended to read as given below, on charts Nos. 3279 and 3280, which were omitted from the list of charts affected in the former Notice:—

##### TIME-SIGNALS.

A time-ball is dropped at 22h. 00m. 00s. Standard Time of 120th Meridian, corresponding to 14h. 00m. 00s. Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. Greenwich Mean Time, except on Saturdays, Sundays and Holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights are simultaneously extinguished at various intervals between 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. to 1h. 00m. 00s. Greenwich Mean Time.

*Charts affected.*—No. 3279, Hongkong waters—East.  
 „ 3280, Hongkong waters—West.  
*Authority.*—Hydrographic Department. (H. 7464-20.)

JAPAN—HONSHU, SOUTH COAST.

*Joga Sima Light—Amended Colour.*

*No. 357 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1758 of 1920), are republished :—

*Position.*—Lat.  $35^{\circ} 08\frac{1}{2}'$  N., long.  $139^{\circ} 36\frac{1}{2}'$  E.

*New abridged description.*—Lt. Fl., Green ev. 20 sec., about 86 ft., vis. 15 m.

*Details.*—The correct colour of this *flashing* light is green.

*Charts affected.*—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

„ 953, Omai saki to Tsurugi saki.

„ 996, Kii suido to Tokyo.

„ 2347, Honshu, Kiusiu and Shikoku, etc.

*Publications.*—List of Lights, Part VI, 1920, No. 2050.

Japan Pilot, 1914, page 190; Supplement No. 4, 1920.

*Authority.*—Japanese Government Light List. (H. 7504-20.)

The 8th December 1920.

JAPAN—HOKUSHŪ, SOUTH COAST.

*Chikiu Misaki Lighthouse—Fog-Signal to be inserted on Charts Nos. 3507 and 452.*

*No. 340 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1920), are republished :—

*Former Notice.*—No. 1440 of 1920. (This Office No. 303 of 1920.)

*Position.*—Chikiu misaki lighthouse, lat.  $42^{\circ} 18'$  N., long.  $140^{\circ} 59\frac{1}{2}'$  E.

*Correction.*—The fog-siren, the establishment of which was announced in the former Notice quoted above, is to be inserted on charts Nos. 3507 and 452, which were omitted from the list of charts affected.

*Charts affected.*—No. 3507, Mororan ko.

„ 452, Hokushū island and La Pérouse strait.

*Authority.*—Hydrographic Department. (H. 7063-20.)

GULF OF ADEN—GULF OF TAJURA.

*Jibuti Bay—Existence of a Bank; Buoys re-established.*

*No. 341 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1680 of 1920), are republished :—

(1) Existence of a bank :

*Position.*—At a distance of about 2 miles westward from Penguin bank.

Lat.  $11^{\circ} 37' 45''$  N., long.  $43^{\circ} 05' 06''$  E.

*Depth.*—3½ fathoms.

*Remarks.*—This bank, which is about half a mile in extent is known as "El Haj bank."

(2) Buoys re-established :

(a) *Position.*—Marking the south-eastern end of Météore reef.  
Lat. 11° 38' 22" N., long. 43° 07' 20" E.

*Description.*—A red conical buoy.

(b) *Position.*—Marking the eastern end of Penguin bank.  
Lat. 11° 37' 46" N., long. 43° 07' 45" E.

*Description.*—A red conical buoy.

(c) *Position.*—Marking the eastern side of Étoile bank.  
Lat. 11° 36' 53" N., long. 43° 06' 04" E.

*Description.*—A red conical buoy.

(d) *Position.*—Marking the western side of the drying reef extending westward from the Plateau du Héron.

Lat. 11° 36' 49" N., long. 43° 08' 36" E.

*Description.*—A black conical buoy numbered "3."

*Charts affected.*—No. 253, Jebel Jan to Shab Kulangarit, with plan  
,, 8e, Red sea—sheet V. (1).

*Publication.*—Red Sea, &c., Pilot, 1909, page 427; Revised Supplement (3) 1917.

*Authority.*—French Government Chart. (H. 3734-20.)

JAPAN—INLAND SEA, BINGO NADA.

*Mutsu Sima*—Wreck southwestward of.

No. 342 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1714 of 1920), are republished :—

*Position.*—At a distance of 4½ miles, 231°, from Mutsu sima (609 ft., summit.

Lat. 34° 15½' N., long. 133° 27½' E.

*Description.*—Sunken wreck of a vessel with mast showing about 10 feet above water.

*Chart affected.*—No. 2873; Naikai or Inland sea.

*Authority.*—Tokyo Notice No. 191 of 1920. (H. 7112-20.)

INDIA—WEST COAST.

*Derelict Reported.*

No. 343 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 160M. of 1920), are republished :—

*Date sighted.*—5th November 1920.

*Details.*—Telegraphic message, dated 6th November 1920, has been received from the Master of SS. "Alesia" reporting having passed a derelict of capsized Dhow in the following position.



*Position.*—Lat. 14° 32' N.  
Long. 73° 11' E.

*Caution.*—This Derelict constitutes a danger to navigation, being in the track of shipping.

*Charts temporarily affected.*—No. 827, Vengurla to Cape Comorin.  
„ 826, Karachi to Vengurla.  
„ 1012, Arabian Sea.  
„ 748-B, Indian Ocean, northern portion.

*Authority.*—Director of the Royal Indian Marine, Bombay, dated 7th November 1920.

#### INDIA—WEST COAST.

*Malvan Outer Rock Buoy.*—Replaced in position.

*No. 344 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 161M. of 1920), are republished :—

*Former Notice.*—No. 95-M of 1920. (*This office No. 109 of 1920.*)

*Position.*—Lat. 16° 1½' N.  
Long. 73° 26' E.

*Details.*—The red conical buoy moored westward of Malvan Rock, which was removed for the south-west monsoon was replaced in position on the 10th November 1920.

*Charts affected.*—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 2nd November 1920.

#### PERSIAN GULF.

##### SHATT AL ARAB APPROACH.

*Pilot vessel replaced on station.*

*No. 345 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 163M. of 1920), are republished :—

*Former Notice.*—No. 156-M. of 1920. (*This office No. 330 of 1920.*)

*Position.*—Shatt-al Arab Light-vessel.

Lat. 29° 44½' N.  
Long. 48° 48½' E.

*Details.*—Telegraphic message, dated 3rd November 1920, has been received from Basra, that the Steam Pilot-vessel, near the Shatt Al Arab Light-vessel, has been replaced on her station.

*Remarks.*—The other details are the same as described in the Supplement No. 5 relating to the Persian Gulf Pilot 1915.

*Chart affected.*—No. 1235, Mouth of the Euphrates.

*Publication.*—Persian Gulf Pilot, 1915, page 281.

*Authority.*—The Port Officer, Bombay, dated 3rd November 1920.



## INDIA—WEST COAST.

*Janjira Harbour—Correction to Admiralty Chart No. 400.*

*No. 346 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 165M, of 1920), are republished :—

*Details.*—The astronomical position of the Light-house in the title of chart No. 400 should read  $72^{\circ} 56' 25''$  E. instead of "W."

*Chart affected.*—No. 400, Janjira Harbour.

*Authority.*—The Surveyor in charge Marine Survey of India.

## INDIA—WEST COAST

*Jaigarh Outer light—Temporarily extinguished.*

*No. 347 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 166M, of 1920), are republished :—

*Position.*—On the Western point of Jaigarh head land.

Lat.  $17^{\circ} 17' 50''$  N.  
Long.  $73^{\circ} 10' 40''$  E. } on Chart No. 739.

*Details.*—Information has been received that the mechanism of the occulting white light, exhibited from the western point of the Jaigarh head land is out of order and the light ceased burning from 11th November 1920.

*Charts temporarily affected.*—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 203.

Admiralty List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in Press.

*Authority.*—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th November 1920.

## INDIA—WEST COAST.

*Alibag—Derelict reported South-westward of.*

*No. 348 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 168M, of 1920), are republished :—

*Date sighted.*—16th November 1920.

*Position.*—At a distance of about 18 miles  $244^{\circ}$  from Alibag, Kolaba Fort Light.

Lat.  $18^{\circ} 30'$  N.

Long.  $72^{\circ} 35'$  E.

*Details.*—The Master of SS. "Chinkoa" reports a Derelict of Bug-galow floating, bottom up, in the above position.

*Caution.*—This Derelict constitutes a danger to navigation.

*Charts temporarily affected.*—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug

„ 826, Karachi to Vengurla.

„ 7486, Indian Ocean, northern portion.

*Authority.*—The Port Officer, Bombay, dated 16th November 1920.

## INDIA—WEST COAST.

*Kundari Island—Derelict reported.*

*No. 349 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 169M. of 1920), are republished:—

*Date sighted.*—18th November 1920.

*Position.*—At a distance of about 17 miles  $258^{\circ}$  from Kundari Island.

Lat.  $18^{\circ} 38' N.$

Long.  $72^{\circ} 31' E$

*Details.*—The Master of SS. "City of Agra" reports having passed a Derelict Dhow, floating bottom up, in the above position.

*Caution.*—This Derelict constitutes a danger to navigation.

*Charts temporarily affected.*—No. 738, Kundari Island to Borin Pagoda

" 2736, Gulf of Kutch to Viziadrug.

" 626, Karachi to Vengurla.

" 7486, Indian Ocean, northern portion.

*Authority.*—The Director of the Royal Indian Marine, Bombay dated 19th November 1920.

## BAY OF BENGAL—CHITTAGONG COAST.

*Caution.*—A black conical buoy adrift.

*No. 350 (third publication).*—

*Subject.*—A black conical buoy is reported adrift in the following position, on the 7th December 1920.

*Position.*—Lat.  $21^{\circ} 20' N.$ , long.  $91^{\circ} 23' E.$

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 859; Matla river to Elephant point.

" 829, Cocanada to Bassein river.

" 70, Bay of Bengal.

*Authority.*—Master of the SS. "Algic" telegram dated 7th December 1920.

## INDIAN PORTS.

*Time and weather messages.*

*No. 351-I (third publication).*—

1. The time and weather messages, which are broadcasted twice daily from the Radio Stations on the Indian coast, are transmitted at present at

times which do not fit in with the periods of watch kept by ships with only one operator. It has therefore been decided to alter the times of transmission of the weather messages to the following from the 1st November 1920:—

From	Indian standard time.	Wave length Metres.
Bombay ...	18 hours 30 minutes and 6 hours 30 minutes	2,000
Madras ...	" " " "	2,000
Rangoon ...	" " " "	1,200
Karachi ...	19 hours and 7 hours.	2,000
Calcutta ...	" " "	2,000
Port Blair ...	" " "	1,200

Indian Standard time is  $5\frac{1}{4}$  hours ahead of Greenwich mean time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Station" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments.

*Authority.*—Government of India, Revenue and Agriculture Department No. 1688-113 dated the 21st October 1920.

W. K. THYNE, COMDR., R.I.M.

*Deputy Port Officer of Calcutta.*

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